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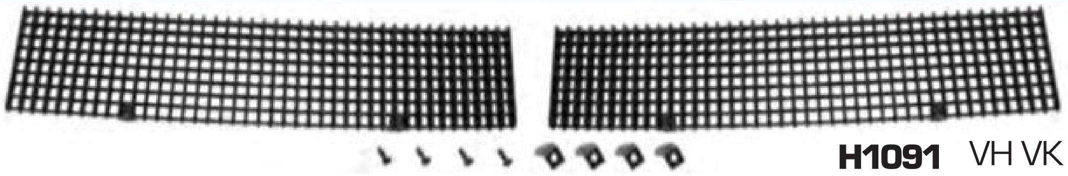
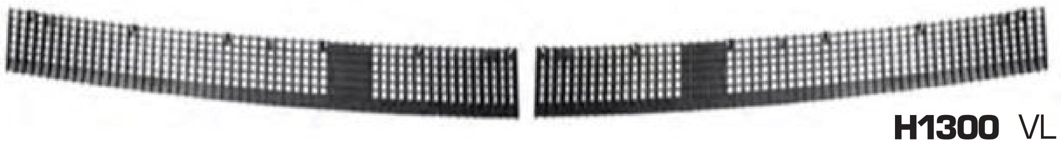


H1091 VH VK



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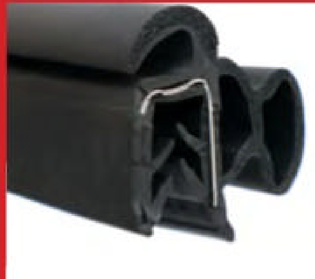

RDS1101 Front

RDS1102 Rear

Door Seal VT VU VX VY VZ WH WK WL

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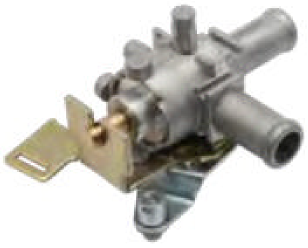
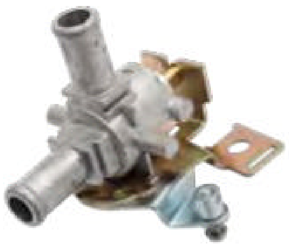


HT2000
XR XT ZA ZB



HT2001A
XW XY ZC ZD

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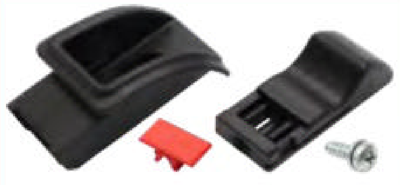
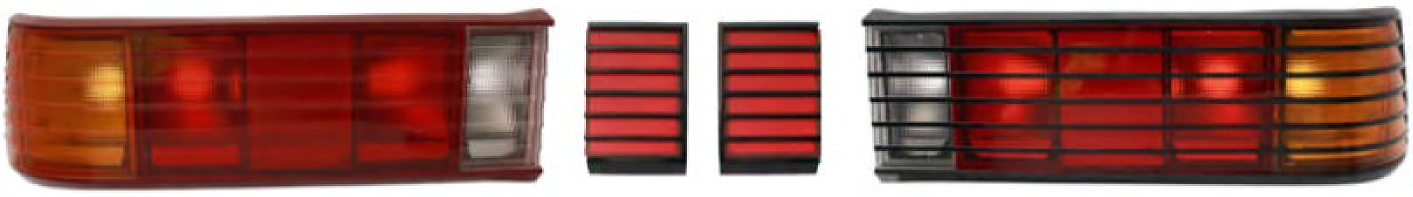


DLS1
Door Lock Knob & Surround VN VQ VG VP VR VS

TAIL LIGHTS

Tail Light Assembly And Extensions VH Commodore
Suits SL, SL/X, SL/E, SS

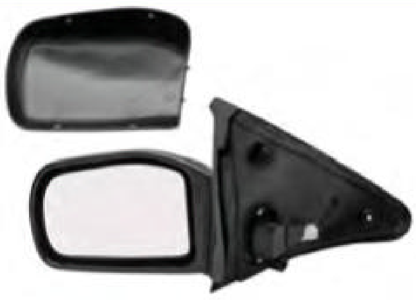


Tail Light Assembly VH Commodore SL SL/X Left **LRS1085**, Right **LRS1084**
Tail Light Assembly VH Commodore SS SL/E Left **LRS1087**, Right **LRS1086**
Tail Light Extensions VH Commodore SL/E Pair **LRS1083**

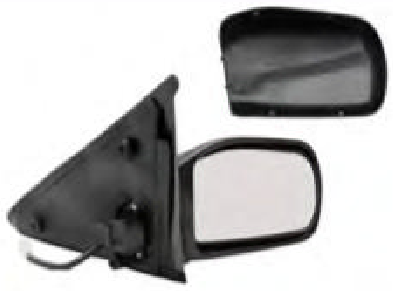
MAP POCKET

H1433
Door Map Pocket VB VC VH VK VL VN VP Front Or Rear

DOOR MIRROR



DM2009 Left



DM2008 Right

Door Mirror Assembly EA EB ED Electric
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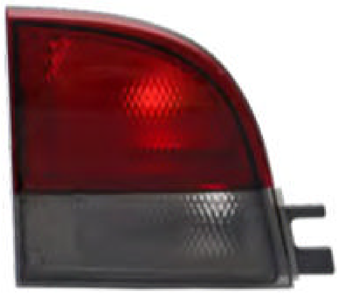
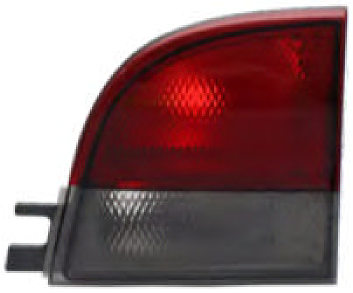
TAIL LIGHT EXTENSIONS



LRS1098 Left

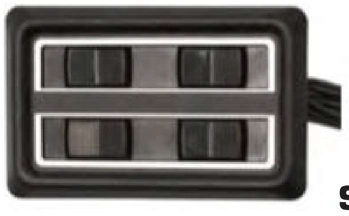


LRS1099 Right

Tail Light Extension VR VS Boot Garnish
Available Left or Right Hand

ELECTRIC WINDOW SWITCHES

Console



SW1001
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Rear

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SW1010 Black

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ELS1001 Chrome

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BROADCAST

ANDREW BROADLEY

AS I sit down to write this, I'm still a little weary from a weekend away racing with mates at Heathcote Park Raceway. I had some teething issues with the car, but that didn't get in the way of everyone having a fat time. It was the first Twilight Test & Tune that Heathcote had run, and as the sun dropped, the track gripped up beautifully and a couple of the boys managed to PB.

I've mentioned my fondness for HPR here before. Even before new owner Lance Warren took over and the facility was decidedly rougher around the edges than it is now, I always enjoyed the relaxed country atmosphere at the joint.

I've read (and indeed written) a lot about the major improvements that have been made at HPR under its new management, and while I got to check it out very briefly at Drag Challenge Weekend 2022, I was in and out in a couple of hours, and flat bikkies with work the whole time.

THE HEATHCOTE PARK CREW WERE HAPPY TO KEEP THE LANES OPEN UNTIL SCOTTY EITHER GOT AN EIGHT OR TAPPED OUT

This past weekend was the first opportunity I've had to get down there and take a proper look around, and experience the HPR hospitality as a competitor/crew member.

The track staff were just so friendly and accommodating; nothing was too much trouble. *SM*'s Scotty Taylor was battling to stick the *Carnage* MX-5 into the eights, and the HPR crew made it clear that they were perfectly happy to keep the lanes open until such time as he either made it happen or he tapped out – whichever came first. The struggle was real, and it should make for a great *Carnage* episode.

We were racing 'til past midnight, and even the MPW Smart Car got a run down the track, reeling off a blistering 20-second pass! We then settled in for a few beers, plenty of laughs and a spot of bench racing, before rolling out the swags in the pits. It was a damn good time!

Meanwhile, the big dogs of the Aussie radial racing scene were duking it out for big prize money under lights at the inaugural Midnight Mayhem at Sydney Dragway (p.10); the pro touring crowd were battling to decide Australia's ultimate street car at the Optima Challenge at Calder Park; and all the cool kids were partying hard at Chopped. What an exceptionally rad weekend to be a car nut!

Similarly, this issue of *Street Machine* is packed with automotive beautness. Our cover car is a head-kicking, full-fat Fairmont with a twin-turbo 600ci big-block, built for Drag Challenge. There's also a blown street 'n' show VF Valiant hardtop; a Top 60 VL Turbo; a seven-second Barra-powered XD; a J.ZED-headed 220ci Holden-six LC GTR tribute; a rad pro touring Chevy Monza built by Down Town Kustoms; and a gorgeous LS-swapped FB ute from WA. How's that for variety?

And of course, you'll find our time-honoured *Street Machine* Summernats Survival Guide at the back of this mag. I fondly recall studying the Survival Guide as a young bloke with great anticipation ahead of my annual pilgrimage to Canberra for Australia's Biggest Horsepower Party, and it's that time of year again. Looking forward to seeing you there!

Cheers,

Broads

andrew.broadley@wheelsmedia.com.au

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Street MACHINE
600CI TWIN-TURBO XA PUMPS
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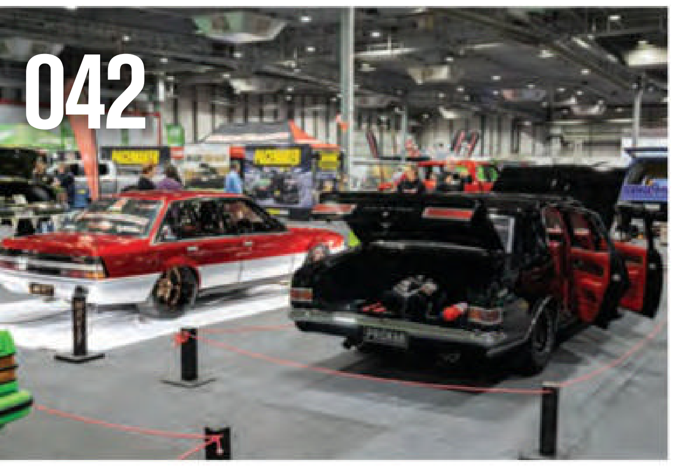
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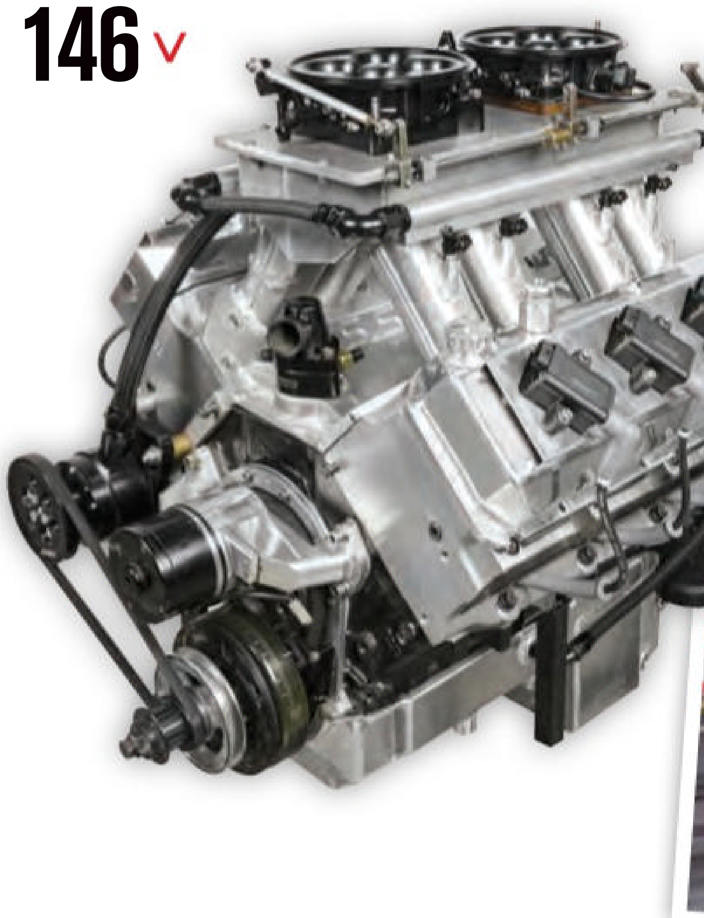

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START
GEELONG
REVIVAL GEELONG
101
GTS6T9

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STORY KIAN HEAGNEY & SIMON TELFORD PHOTOS GRANT STEPHENS

1

MAIN: Steve Bezzina had a monster weekend in his crazy XW, running a new quarter-mile PB of 6.68@212mph and winning the Pro Street Villains class

MIDNIGHT OIL

> THE INAUGURAL MIDNIGHT MAYHEM RADIAL EVENT HIT SYDNEY DRAGWAY IN DECEMBER, WITH TOP QUARTER-MILE RACING AND SOME SCORCHING TIMESLIPS ACROSS THE BOARD

THE first weekend in December saw Sydney Dragway play host to a new format for radial racing in Australia, Midnight Mayhem.

Put on by the crew from Street 20, Midnight Mayhem differs from other radial events not just due to the Saturday midnight finals (hence the event name), but also because all but one class duked it out across the full quarter-mile – a first for Australian heads-up radial racing.

There were numerous classes for both street and strip-only machines, the hottest being Pro Street Villains with its $5000 cash prize. Only the big boys in the Outlaw class wisely stuck to the eighth-mile, with the $10,000 prize for the class win taken home by Jarrod Wood in the final at 1:30am Sunday morning.

Prior to the event's dead-of-night climax, there were two full days of testing, with some killer track prep allowing some red-hot pace and blistering PBs from a bunch of radial and Drag Challenge regulars.

Event commentator Chris Diggles said it was a great start for the new event. "There's a lot of people with an appetite for quarter-mile stuff, and it's easier to sell to the crowds as well," he said. "There would've been a few-odd thousand punters there on the Saturday, which is a good sign."

There was a decent crop of entrants for a maiden event as well, with plenty of variety among the cars, according to Diggles. "The Street 20 boys brought the import stuff with them, with Maatouks Racing and Croydon Racing Developments all showing up with Skylines and the like, so there was a real 'world cup' feel in the Pro Street Villains class with the import versus domestic stuff," he said.

Eliminations kicked off at 4pm on the Saturday, and Diggles reckoned having the finals literally at midnight didn't phase the racers all that much. "Funnily enough, when we do Kenda and Jamboree, we usually end up finishing at that time anyway!" he laughs. "Unfortunately the air quality didn't really improve as the night went on during the finals, and Jarrod Wood did say to me his car was pretty well tapped out because of it. But we still got some ripper racing out of it, and I would say that the format worked really well, and was well received by the racers and the crowd, especially with the opportunity to race at this level in radial cars over the quarter.

"I think if they have one at the right time next year, they might get 10 to 12 cars in Outlaw Radial, and the Villains class was already a big success, so if they can fill that again and some of the other classes, it'll make for a ripping radial event."

2

3

4

1: Frank Marchese was behind the wheel of the Szabolics-Marchese Racing ProCharged Camaro, clocking a new radial speed record with 3.87@214mph

2: Graeme Horner has been kicking some goals in the RIPDAZ VH, running a best of 7.42@188mph

3: Mark Drew scored a new speed PB of 199.88mph in his 'Crusty' Torana. A dud starter motor threw a spanner in the works, but thankfully Aaron Gregory from ASG Motorsport came through with a replacement, allowing the Torry to top-qualify in the competitive Pro Street Villains class. However, Mark took out the cones in the deep end while on a mission in round two

4: Daniel Szabolics also set a new PB in his Drag Challenge-proven HQ Monaro, running 6.65@214mph! Daniel got one hell of a ride when the 'chute failed, putting the car into the kitty litter and pulling up metres from the fence

5: Jarrod Wood took out the eighth-mile Outlaw Radial class in his blown small block-powered Camaro, running a stonking 3.62@209mph to take the win

6: Demetri Stamatis has stepped up his VL Calais in a big way. Now running a twin-turbo LS Next-based combo out of Westend Performance, the VL went straight into the sevens in testing and then went through to the semi-finals with a best of 7.43@185mph

5

6

> HOT GOSSIP

STREET MACHINE GIVETH

WE'VE already proudly announced the winners of both our 2022 Milwaukee Street Machine of the Year and the inaugural Milwaukee Young Street Machine of the Year competition. Both of these comps are decided by popular vote, and everyone who voted went into the draw to win a cash prize, too. Our $2500 YSMOTY voter prize was won by Michael Young, while Daniel Crabb scored our $5000 SMOTY voter prize. Congratulations to you both, and thanks to the legends at Milwaukee for backing both awards.

MORE FREE STUFF!

JUST when you thought we were done giving away awesome prizes, we've also just drawn the winner of our e-newsletter sign-up competition. Just for subscribing to our weekly *Street Machine* newsletter, punters stood to win a VIP Summernats experience for two, including return flights from their nearest capital city, accommodation, Platinum passes to the event, $1000 spending money and a bunch more cool stuff! Well done to Brisbane fella Nathan Norman on taking out the prize – we'll see you in Canberra!

NEXT!

DO NOT adjust your sets when you see the next issue of *Street Machine* on sale as the 'Summer Special'. Since the dawn of time, our regular monthly issues have gone on sale prior to the month they are named after, so a one-off *Street Machine* Summer Special will bring things back into sync. Fear not, though – the Summer Special is just a regular monthly issue, just with the boost wound up a bit! For starters, we're jumping up to 180 pages so we can cram a metric ton of *Street Machine* Summernats coverage in. Add to that a killer mix of feature cars, an awesome tech yarn on welding basics, a trip to Chopped and a whole bunch more, and you'd be mad to miss it. The *Street Machine* Summer Special goes on sale 26 January. Get on it!

NEWS FRONT

JANUARY 2023: ALL THE NEWS THAT MATTERS

STORY SIMON TELFORD PHOTOS *SM* ARCHIVES

RIGHT: That's Dom on the left with fellow Summernats co-owners Andrew Bee and Andy Lopez, when the 'Nats reclaimed the Guinness World Record for Largest Simultaneous Burnout in 2019 (pictured below)

FAR RIGHT: Dom's personal ride of choice is this sweet Phantom Black HX pano, complete with 253 and four-speed

BURNING ON

> SUMMERNATS CO-OWNER DOM McCORMACK IS MOVING ON TO FOCUS ON BURNOUT MASTERS – BOTH THE SPORT AND THE VIDEO GAME

AFTER more than 13 years behind the wheel of Australia's biggest horsepower party, Summernats co-owner and director Dom McCormack has decided to move in a new direction. But he won't be venturing too far from the burnout pad.

Dom and fellow co-owners Andy Lopez and Andrew Bee purchased Summernats sight-unseen in 2009. Dom was inducted into the insane world of Summernats by Chic Henry the next year, and was immediately drawn to the total carnage of the burnouts. "Seeing and hearing what these insane cars were doing blew my mind, and quite possibly my eardrums," Dom laughs. "But my burnout cherry had been popped, and the sport has been in my blood ever since."

A guided tour of Summernats 23 by then-logistics stalwart Colorado Dave and burnout legend Leroy Rees convinced the new owners that the sport deserved a supercharged freshen-up. After a lot of homework and phone calls, they founded the national Burnout Masters competition, building on the Masters concept created by Chic and developing a gateway for competitors from all over Oz to have a crack.

"The following year at Summernats 24, the grandstands were packed, the hills were alive with the sound of revs, and big Leroy said, 'Have a look at what you've done,'" Dom recalls. "It was very humbling, but I didn't do that much – I just made sure folks knew what they were missing out on. Entrants make a massive effort to attend burnout competitions; they're the show. My job was to bring the crowds."

In addition to his Summernats work, Dom has been an advertising and marketing creative for decades, having helmed a bunch of Mitsubishi's award-winning campaigns among many others. During the pandemic, he also teamed up with Road Burn Games to create the *Burnout Masters* mobile game, which helped introduce a new generation to the world's wildest motorsport via their smart devices. With over 3.5 million downloads in its initial years, the game helped raise the profile of Summernats internationally, earning it an Australian Export Award.

As he prepares for the next chapter of his career, Dom says his Summernats tenure was an incredible journey. "I've met the most genuine people, made down-to-earth mates and formed fantastic business partnerships over the years; that's what I'll keep close to me.

"But if we're talking about a single great moment, it has to be Australia owning the Guinness World Record for the largest simultaneous burnout, and then breaking that record multiple times over the years. It was an unforgettable moment for the entire burnout family; we made it very clear that Australia is the world capital of burnouts."

Dom now plans to continue his work with Road Burn to take the *Burnout Masters* game to the next level, and will also actively promote the Burnout Masters sport from an administrative and brand perspective.

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STORY & PHOTOS ASHLEIGH WILSON

TREVOR LYNCH

> MOLENDINAR, QLD

WE MET Trevor Lynch alongside his 1956 Ford F100 at the Harrigan's Rod & Custom Show (*SM* Yearbook '22) in South East Queensland back in October. Upon hearing of the XT wagon he built that went on to feature in *Street Machine* nearly three decades ago, we knew the former panel beater had plenty of stories to tell.

Did you grow up around cars?
My dad was always buying and selling cars. He got me a 40s-model Ford Prefect ute before I ever had a licence. I put fat wheels on it, lowered it and drove it around our farm. After the ute, I built an EK with a 202 in it, and had a couple of Minis. I was probably just going against my dad, because he was Ford and I liked my Holdens.

His influence must have rubbed off on you, though!
I've owned about 10 Falcons over the years – a few XRs and an XY GT. I had an XT sedan at one point, but I wanted something to tow my boat, so I bought a Fairmont wagon and put a Clevo in it, a nine-inch disc rear end and power steering. We brought it up to Queensland when we moved, and it ran as a feature car in *Street Machine* about 28 years ago.

Have you always been handy on the tools?
I'm an ex-panel beater and painter by trade, and so were my two brothers. I did that for 30-odd years. In my 20s, I moved to Canberra and opened my own panel shop. I did a lot of smash repairs on Toranas and hot rods. I built show trucks and semis for myself and tricked up some pretty flash lorries for clients.

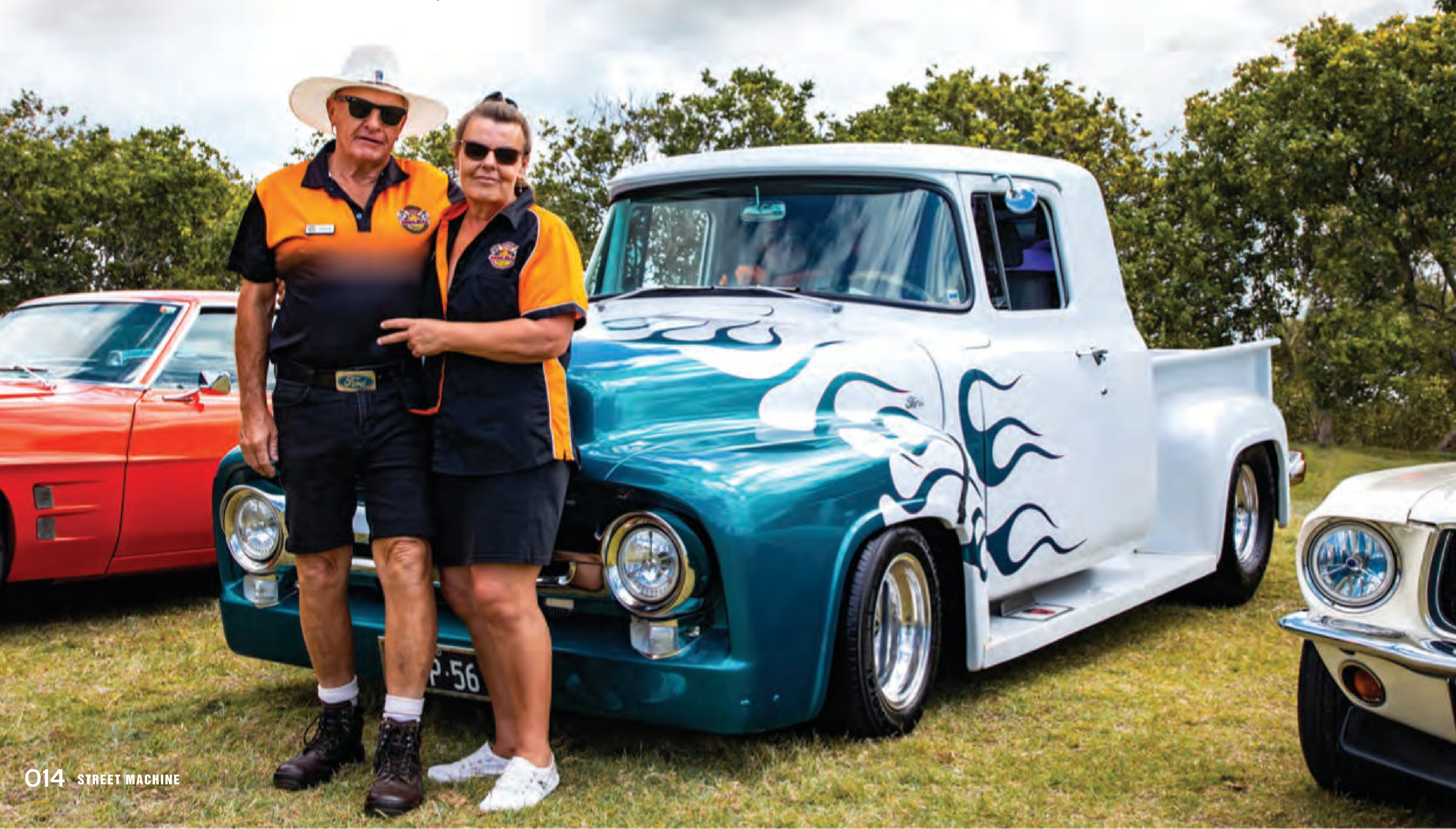
What was the car scene like in Canberra back then?
There were a few wild men with hot cars that we used to drag with. We raced my hotted-up EK and an HR wagon with a 350 Chev. A lot of the cars I built were for the early years of Summernats, back when Chic Henry started the event and blokes would come from the bush with their cars on trailers.

It sounds like you got up to some mischief.
I was mates with Peter O'Brien, whose dad Bill raced at Bathurst. We used to get his dad's XD race car out and drive around the streets of Fyshwick. The cops would come in and we'd say it wasn't us, even though the smoke and black tyre marks led straight to us! You couldn't even touch the car's bonnet it was so hot, but there were no security cameras back in those days.

Tell us about your pick-up.
It's a 1956 F100 running a 460 big-block After Hours Racing engine. It was built as a race truck in the US, and has a 13-inch extended cab and tilt front. It makes 700hp. I've spent the past seven months calming it down. We took the nitrous bottle out of the back, changed out the manual rack-and-pinion steering, and put in a column shift and Vintage Air air con so my wife Michelle can drive it. We rewired the whole car and put a set of 16-inch slicks on the back. It's still pretty wild, but it's manageable.

Is there anything else in your garage?
Yes, we've also got a rare '67 Mustang that was built in Mexico. Michelle (pictured with Trevor below) will often drive the truck and I'll drive the Mustang out to a show like Harrigan's, and then we swap for the drive home.

THE F100 RUNS A 460 BIG-BLOCK AND WAS BUILT AS A RACE TRUCK. IT MAKES 700HP; I'VE SPENT SEVEN MONTHS CALMING IT DOWN!



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SNAP SHOTS

STORY SIMON MAJOR

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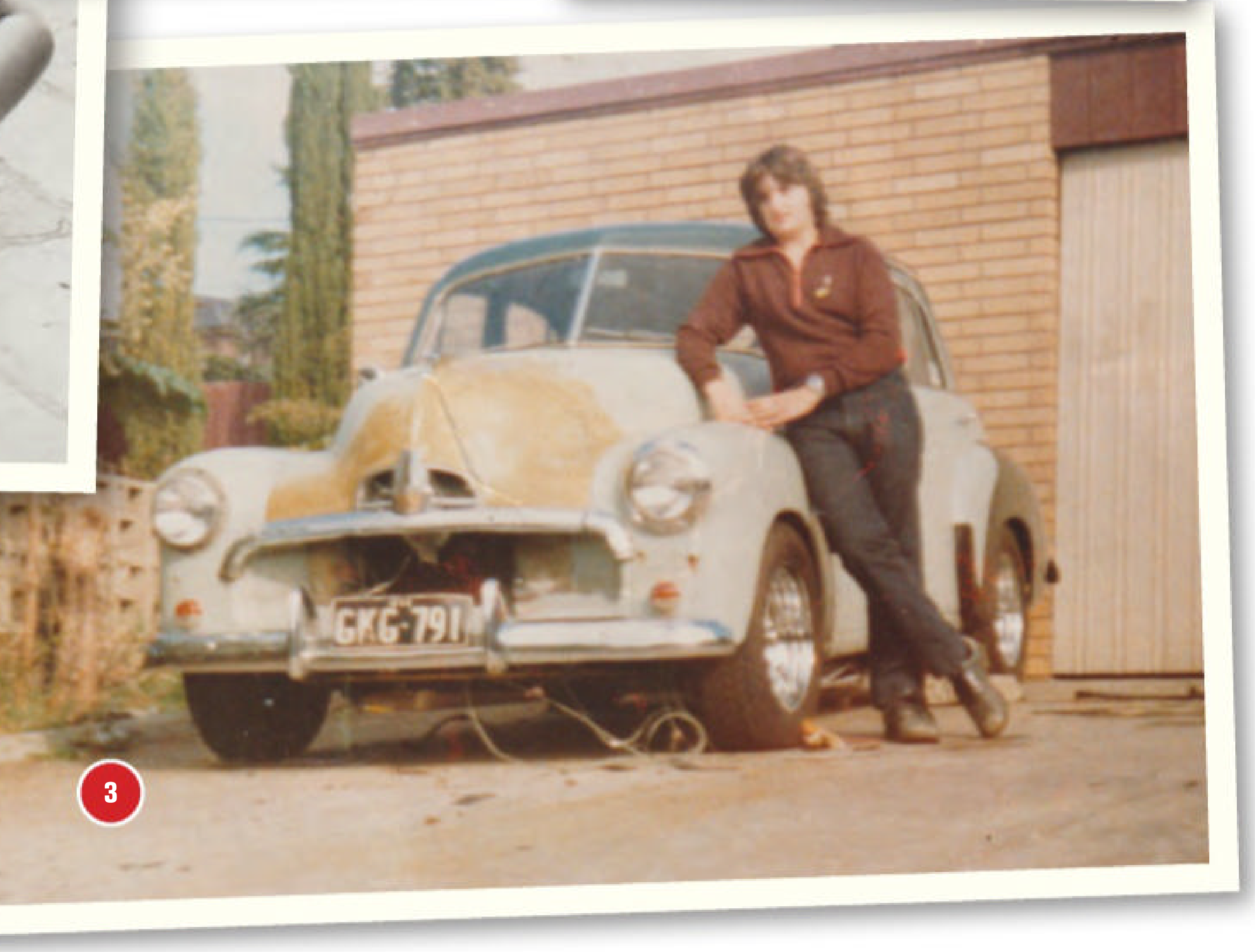
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Part 1

DAVID DANN

> MELBOURNE, VICTORIA

THERE are two types of people in the car scene – those born to lead, and those happy to follow. Whether it be current trends and styling choices, power options or even visual cues, ideas all have to be pioneered somewhere along the way by a daring few. David Dann is one of those innovators, a car and motorcycle fan who has marched to the beat of his own drum since he was young. Now 62, his resolve to always build to his own flavour remains, and in this first part of our deep dive into David's photo albums, we discover the childhood influences that sent him down that path.

01: IT'S Christmas 1969, and here is a proud David posing with his brand-new candy purple dragster. "I was nine years old at the time; this now means I'm an old bastard, which is extremely disappointing," he laughs. "It was a Myerspeed bike, which was a badge-engineered version sold through the Myer department stores. My dad knew a bloke that worked there, so he likely got it at the right price, and my parents somehow managed to wrap it and jam it under the Christmas tree. I loved that thing, and over the ensuing years it went through a few incarnations as styles changed – firstly as an *Easy Rider*-inspired chopper, and then an MX-type bike when the BMX craze began to take hold, before eventually ending up in the bin. I actually built an exact replica of its original dragster guise a few years ago, which I take for a spin every now and then if I'm feeling nostalgic."

02: AT AGE 13, David graduated to his first motorbike, a Candy Apple Blue Honda Z50A. "This was bought brand new at the local Holden dealer – I shit you not," he recalls. "They sold Honda motorbikes there as the 'Fun Wheels' range, and this bike was the greatest thing in the world to me. Growing up in Melbourne as a kid in the early 1970s was like living in Disneyland. There were paddocks everywhere to ride around on, and the new freeway was being built, which closed down the local dump. We'd all meet there after school and search through the rubbish piles like tip-rats and find the coolest stuff." The Z50 was traded on a Honda XR75 a couple of years later, which David still rates as one of the coolest bikes he ever had. But Z50s were never far from his mind, and he bought and restored one 30 years ago, which he still has in his collection.

03: RUNNING parallel to David's bike obsession was his love of cars, and his first project was this FJ Holden sedan, which he bought at age 14 in 1974. "Cars like this were worth nothing back then; you got more money for them as scrap metal than you did trying to sell them second-hand; now it just seems crazy," he recalls. "I fitted a 192 HP block with a hot cam, Yella Terra head and triple SUs, which was the flavour for the era, but I backed it with a Powerglide for something different. I had it ready in time to get my licence in 1977, and it was pretty quick for what it was." David eventually sold the humpy to fund the purchase of a perfect, one-owner, 20,000-mile

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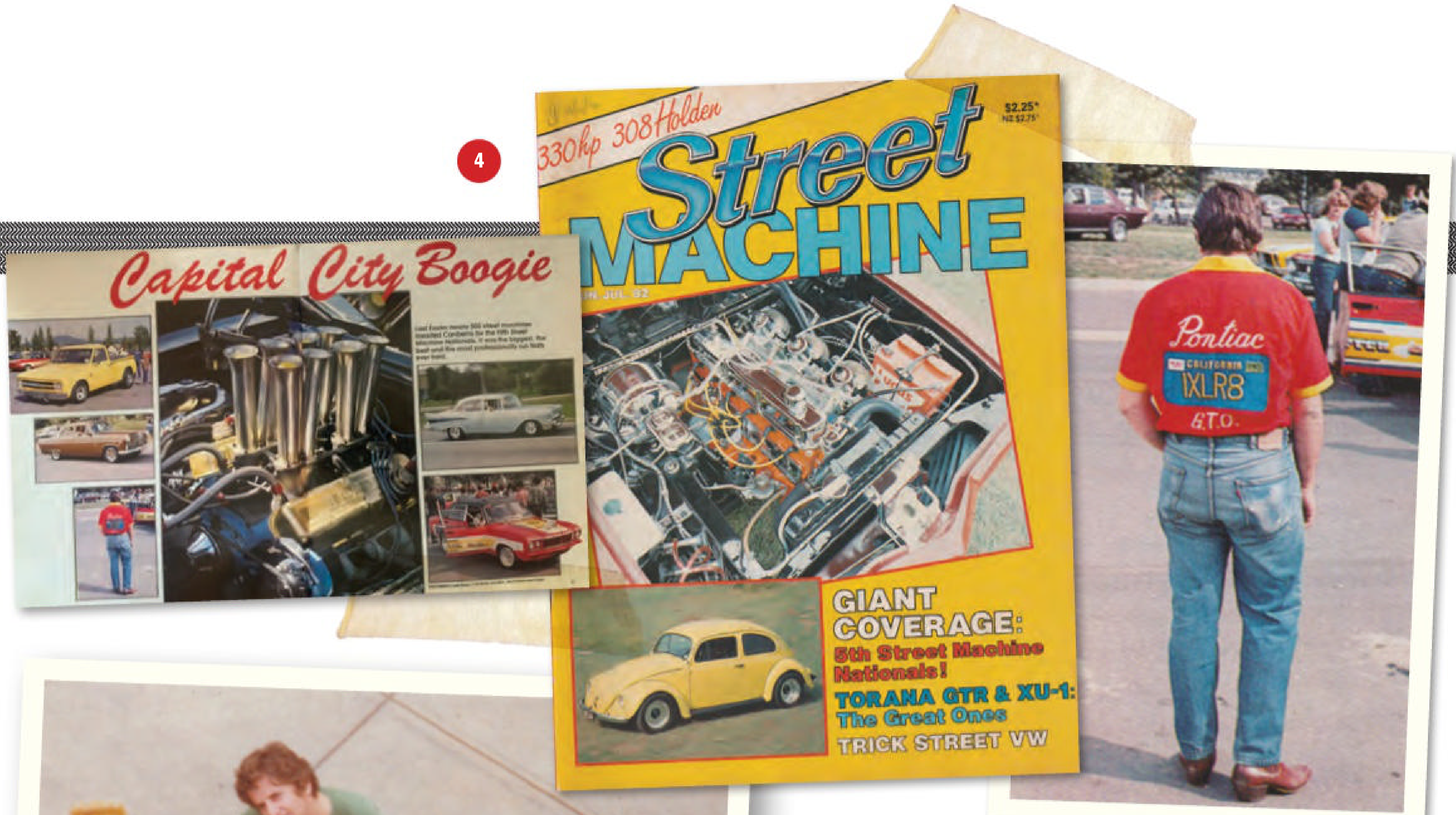

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1957 Chev 210 sedan from a Bacchus Marsh farmer. "To be honest, I completely stuffed that car; one of my good friends at the time was now-legendary car designer Peter Arcadipane, who helped me radius the rear guards and jam huge tyres under the back. I used to drive it around thinking I was Bob Falfa from *American Graffiti* and a real bad-arse, but the stock Blue Flame six-cylinder and three-on-the-tree had nobody fooled," David laughs.

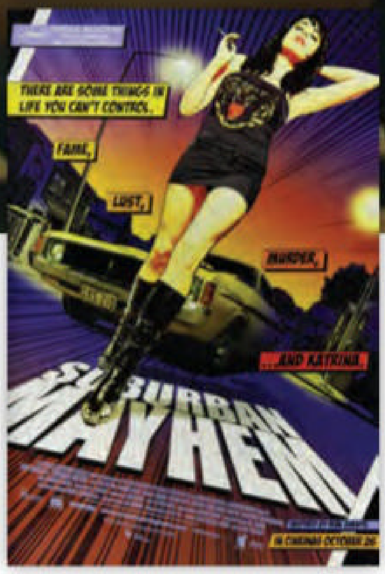
04: IF YOU happen to have a copy of the June-July 1982 issue of *Street Machine* handy, flick to the colour photo spread of the fifth Street Machine Nationals and you'll be met with a pic of a young man sporting a Pontiac shirt. Yep, that is a young David Dann, who'd travelled up to Canberra in his genuine 1968 GTO. "It was a candid pic, but me aside, that whole colour spread encapsulates that time in our car scene perfectly. I bought every single hot-car magazine back in those days, so to open one up and see yourself was a spin-out. It's safe to say I purchased multiple copies of that issue," he laughs.

05: AFTER racing his GTO, David was keen to build something a little lighter and way tougher, so in 1979 he plonked down the coin for a 1965 Pontiac Tempest two-door post sedan – still a rare car on our shores more than four decades later. "I was hooked on the whole pro street concept that was starting to make waves in the US, so I had a plan mapped out in my head of how I wanted the car to look, sound and how quick I wanted it to go," he says. "This picture shows me with a collection of go-fast parts that I'd collected mostly from swap meets. I was getting ready to hook into the build, which would ultimately be completed in 1981. I worked as a mechanic at the time, and two of my mates, Andrew Holdsworth and the late Garry Della, both worked at Graham Withers Speed Shop, so they were a great help, both with sourcing parts and hands-on with the build. Another mate of mine was hot rodder Dennis Nosworthy, who is a gifted fabricator and has since lived Stateside for many years. As they say, it takes a village to build a tough car!"

06: A CHANGE in career to night work saw David with more free time during daylight hours, so he turned his attention to restoring motorbikes, well before it became the thing to do. "This was the mid-90s, and the smallest bike on the far left is a 1971 Honda Amigo QA50, which had a pushrod-style 50cc engine," he explains. "It would rev to 10,000rpm or something mental, but with only a two-speed centrifugal set-up, it was a little gutless and embarrassing. Next on the left was a Honda Z50A that I restored to replace the one I had as a kid, and then third along is the blue Honda CT70 Dax with the pressed-steel frame, which was just needing decals to be finished. The yellow bike is a Honda XL70, so yes, I was always a Honda guy and still am nowadays; we've even had a lot of Honda cars over the years. I still have the Z50A in this pic, but the others are all sadly long gone."

STORY SIMON MAJOR

COOL FLICK FACT: *Suburban Mayhem*'s screenwriter Alice Bell drew on real-life Australian trials and court transcripts as inspiration for Katrina (left) and other characters



SUBURBAN MAYHEM 2006

> THERE ARE SOME THINGS IN LIFE YOU CAN'T CONTROL. FAME. LUST. MURDER. AND KATRINA

BREAKDOWN

VEHICLES: 1974 VJ Valiant Charger, 1987 VL Holden Commodore, 1983 Ford Fairmont ESP, 2002 Holden VY Commodore, 1997 Ford Fairlane hearse, 1990 Holden Rodeo, 1986 Honda Integra, 2000 Yamaha WR450F motorcycle

STARS: Emily Barclay, Robert Morgan, Michael Dorman, Steve Bastoni, Anthony Hayes, Laurence Breuls, Genevieve Lemon, Mia Wasikowska, Steven Peacocke

DIRECTOR: Paul Goldman

ACTION: A nostalgic collection of pro-peg burnouts, doughnuts and traffic light drags befit the film's youthful exuberance

PLOT: A bratty and uncontrollable teen mum plots to have her father killed to fund her incarcerated brother's court appeal

AVAILABLE: Blu-ray, DVD, streaming

HAVE you ever watched a movie that had you genuinely feeling hatred for one of its characters? This is often a sign that the actor responsible is very deft at their craft, and Emily Barclay's portrayal of *Suburban Mayhem*'s teen tearaway, Katrina Skinner, is sickeningly on-point.

Katrina is a foul-mouthed spoilt brat, bludging off her long-suffering father, John (Robert Morgan), and cheating relentlessly on her baby-daddy boyfriend, Rusty (Michael Dorman). She happily shirks the responsibilities of motherhood in exchange for partying hard and getting her nails done, but her world comes crashing down after her brother Danny (Laurence Breuls) gets life in the slammer for decapitating a mouthy console operator (Steven Peacocke) during a botched robbery.

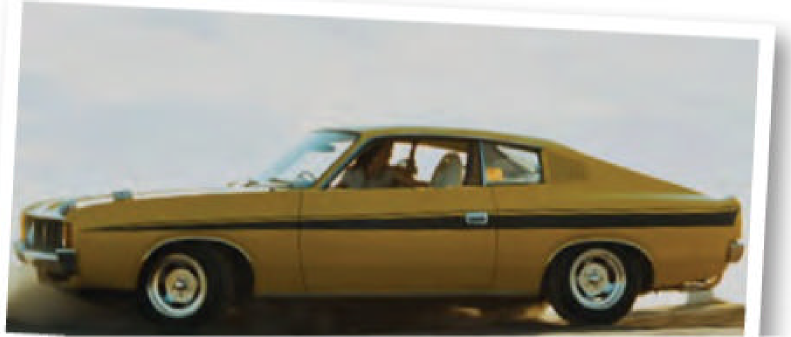
Katrina is beside herself over Danny's incarceration and makes quite a spectacle during the court trial, subsequently becoming high on the instant fame she garners. She concludes that the only logical option to help free Danny is to have her father killed so she can inherit his house and use the funds to mount a new legal appeal – seems legit. The only drawback is finding someone to do the deed.

She resorts to the best bait known to man – tits and arse – in an attempt to persuade Rusty to do her dirty work. However, Rusty still has some sense of morality rattling around upstairs and hastily declines, prompting Katrina to steal his VJ Charger and go off on yet another bender in search of a willing sucker to knock off her dad. Enter Danny's best friend, mentally challenged local Kenny (Anthony Hayes), who has long had the hots for Katrina and will do anything to sample her forbidden fruit.

The plan is all set, but Katrina's bad manners and questionable behaviour has come at a price, drawing plenty of attention from Child Services and the cops, particularly local detective Robert Andretti (Steve Bastoni). The deadly wheels have been set in motion, but amid all this extra scrutiny, does Katrina really have the smarts to get away with murder?

VERDICT: 3/5

SHOT partly in a 'mockumentary' style, *Suburban Mayhem* is a pretty solid Aussie attempt at an unhappy social drama, using a strong soundtrack and flashbacks to create an edginess and style common to many flicks of the early-to-mid 2000s. I reckon we've all grown up knowing a girl or three like Katrina, and Emily Barclay nails the role, giving her character a huge dose of both bitchiness and sass. The highlight for me though was the nostalgia of watching a VL Commodore regularly smoking a tyre in its natural daily-driver habitat of nearly 20 years ago. One word of warning: the film's R-rating is definitely appropriate, so best view it once you've popped the kids to bed.



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> LETTER OF THE MONTH

LET ME SEE

HI GUYS, long-time reader/subscriber here, going back to the days of BLOBAK, which I can remember driving the streets of Morwell many moons ago.

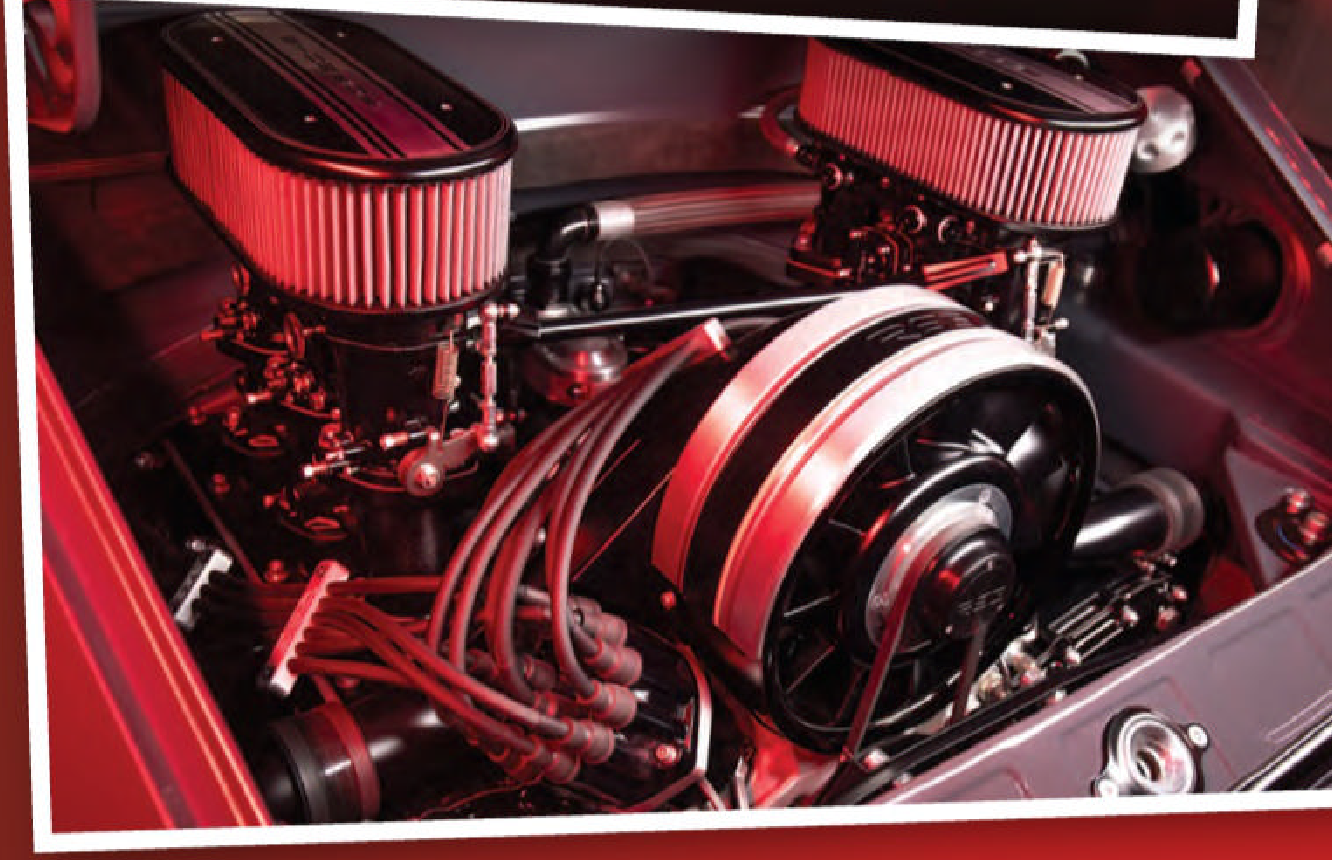
I won't whinge about your feature car choices, although I do find it hard to relate to many of them, as I'm not a burnout or drag freak; I do prefer cars to be 'streetable'. Won't comment on Porsches (*SM*, Dec '22) either…

But I did recently turn 54, and there are two aspects of the magazine that don't endear themselves to senior readers with old eyes. I often find the photo captions to be in a colour that doesn't contrast well with backgrounds, eg. red text on a black background, which can be very hard for me to read. I also don't get why the font used for In Gear is smaller than the rest of the magazine. I can generally read the features fine (sans photo captions!) but struggle with the smaller text for In Gear. Note I haven't yet succumbed to wearing reading goggles, though!

Otherwise, keep up the good work!

Jeff Blackie, email

HEY Jeff, thanks for getting in touch. I do my best to ensure there is a good spread of makes, models and styles of feature cars in each mag. The Porsche (pictured right) is definitely outside the norm – and we made that point in the yarn – but it really is an exceptionally well-built car. Street Machine *has always been a broad church, and these days our readers vary greatly both in age and what types of cars appeal to them, but the vast majority of our feature cars are still street cars. We'd be lucky to feature one dedicated burnout or drag car per issue – or show car, for that matter. Lately, people increasingly seem to be building cars that might be drag, burnout or show-oriented but also serve as street cars. I reckon that's a great thing. I'll take your feedback about font sizes and colours on board; there may be some changes we can introduce to make the mag easier to read. – Broads*



WORKING FOR THE 'MANG

HEY Scotty, just wanted to say I'm loving what you're doing with Supermang (pictured left) right now (*Carnage*, streetmachine.com.au). Putting a V8 combo together these days can be fairly spenno once you put a few decent bits in, so the idea of running reliable 12s with a little blown V6 is really tantalising, especially at 280rwhp in a big-ish car. I'm honestly surprised we don't see any feature cars with L67s.

John Gunnall, email

BELTER

MARK'S Cortina (pictured above, *SM* Yearbook 2022) was super-cool, but I've got no idea how you build a car like that and still run lap belts. Surely you'd run harnesses or something to give it a flogging on the circuit once in a while when you've got a manual and 700hp on tap? I know I'd have to!

Jason Michaels, email

COVER ME

HI BROADS and *Street Machine*, love the mag! I'm wondering if you've considered doing a run of old-school covers as quality poster prints? Considering *Wheels* is doing the same thing, I think they'd be a big hit if you started with the iconic 80s covers, then through the 90s and even up to now if there's enough interest. A lot of people would love to set up their own 'hall of fame' of *SM* covers, myself included, and they'd be a killer gift all framed up nicely.

Kelly Lapthorn, email

HEY Kelly, great idea! The framed posters of classic Wheels *covers have been a big hit, and it's something we're looking at doing ourselves in 2023, so keep an eye on our online store: shop.streetmachine.com.au.*
– Broads

GIS A BREAK!

GOOD on Shane van Gisbergen for putting on a decent burnout at the Adelaide 500. It's a great way to end a good race, but I couldn't believe it when Channel Seven called it "the biggest burnout in motorsport history". Clearly they've never seen Summernats or any other proper burnout event. Last I checked, they're motorsport too!

Leslie Hammond, email

DIRTY WORK

ONE thing I'd love to see *Carnage* do is a spot of off-road/dirt racing. I've got a Falcon RTV ute, and I've always wanted to see how somebody could make one a real performer with either a turbo Barra or a V8 powerplant. RWD, diff locker, decent suspension travel and clearance, and massive engine potential sounds like a recipe for a good time! Not to mention they're available under $5K pretty much everywhere in running and driving condition.

You could even knock *Mighty Car Mods* off their throne as the best 4x4 channel on YouTube!

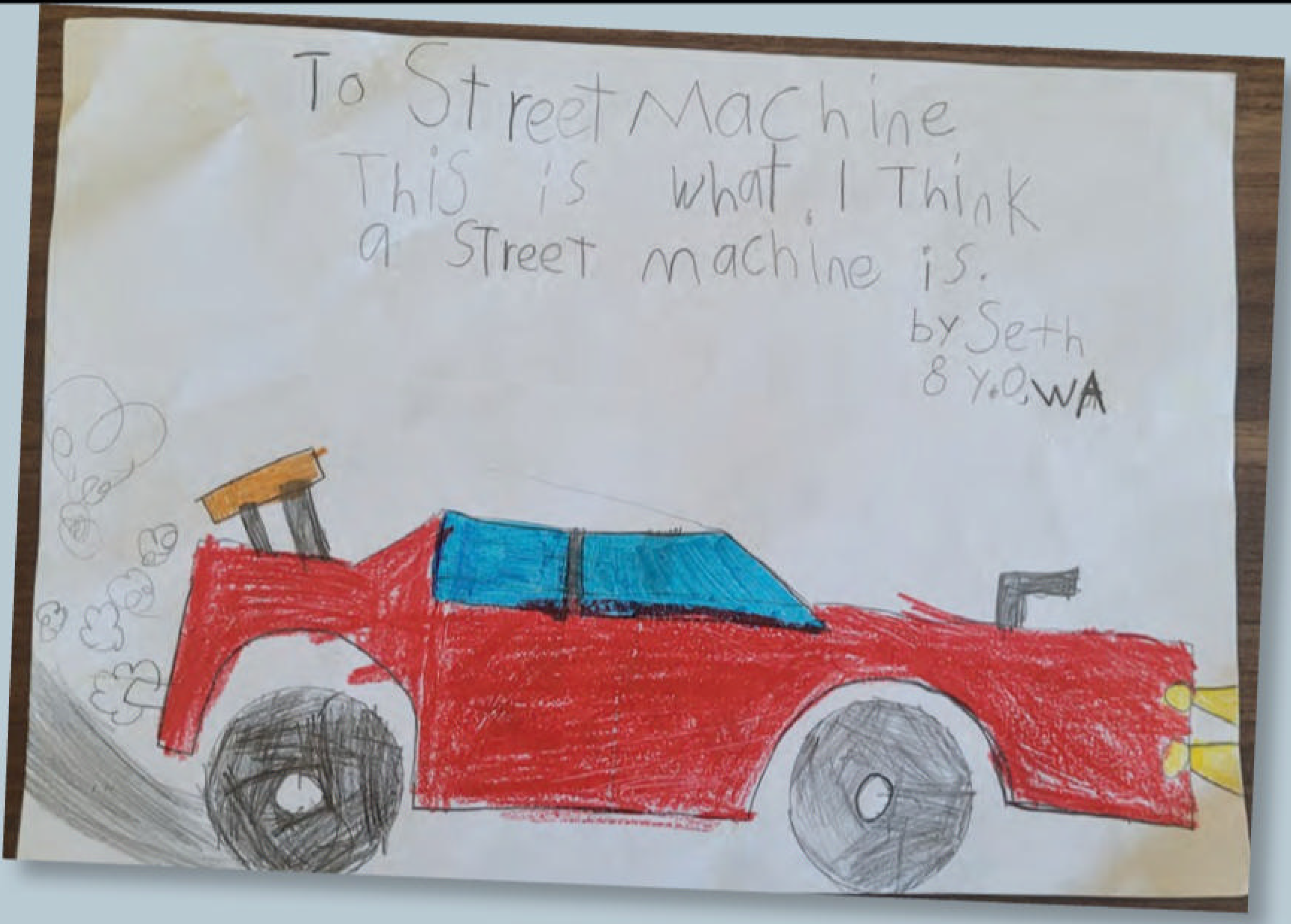
Frank Devereaux, email

MAD FOR IT

I CAN'T be the only one keen to get a preview of the new *Mad Max* prequel flick. Well, at least of the cars. There's been a few leaked set photos from Broken Hill, including a snap of the one and only Pursuit Special Falcon coupe. I remember the killer feature you did on the *Fury Road* cars (*SM*, May '15), so maybe it's time you guys shot for an exclusive preview on the metal in *Furiosa*?

Julie Sumner, emaill

> DEPARTMENT OF YOUTH



READY, SETH? GO!

MY EIGHT-year-old son Seth Douglas is absolutely obsessed with your magazine and all things cars (especially Fords/Mustangs), and would absolutely love for his drawing to be featured in your magazine.

Paige (Seth's mum), email

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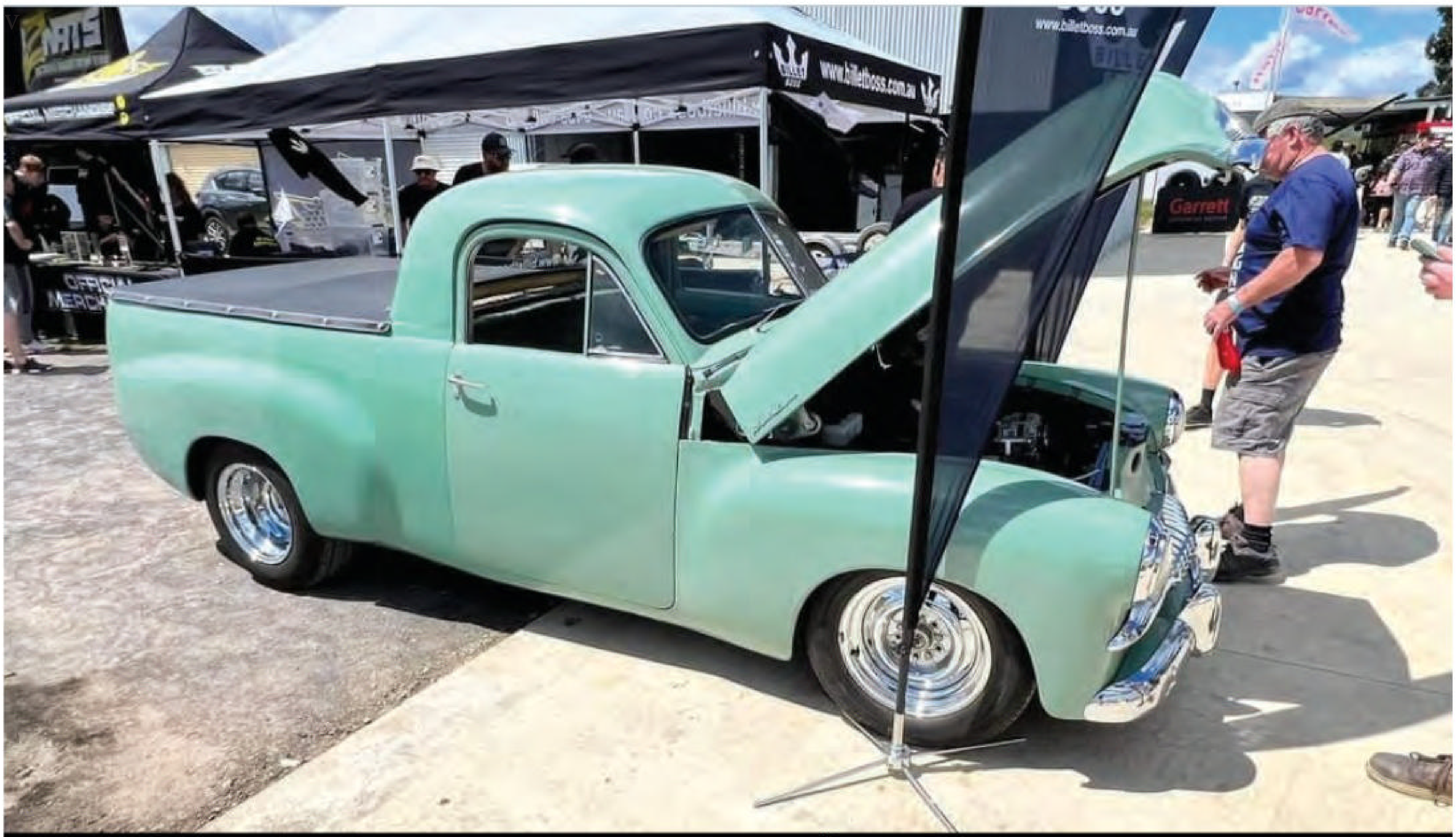

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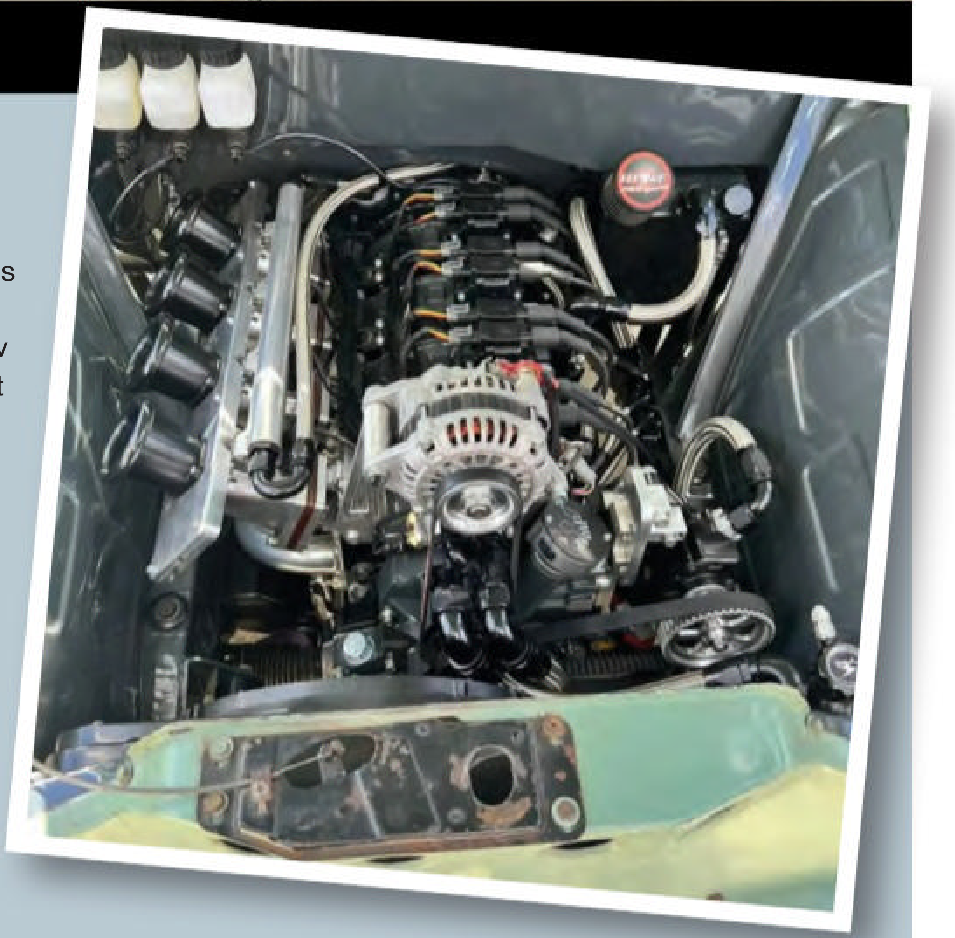

ROTARY CONNECTION

IT'S not often one comes across a truly unique engine swap these days, but this quad rotor-swapped FJ Holden ute, spotted by one of our readers Andrew D at Buznats, definitely piqued our interest. It seemed to do the same to many of you when we shared these pics on our Facebook page, so here's what you had to say about the dorito-powered Holden.

Laydee Imogene – An earlier version of the Roadpacer?
Brenten Werner – What the hell? That's excellent!
Ken Jones – I feel for the Holden fans, and I am a Ford fan. I am all for engine swaps like putting a Nissan or Toyota engine in it, but there's no such thing as an economical rotary engine.
Richard Unmack – Ken Jones, you do know HJ Holdens were shipped to Japan and Malaysia without engines and gearboxes, fitted with rotaries and then sold there under licence, don't you?
Ken Jones – Richard Unmack, I know that the HJ was, but very few were sold because the car was way too heavy and sucked more juice than a juice convention. The Nissan turbo engine had more power, more torque and better economy.
Adam Stephen – Ken Jones, well no one buys a rotor for its fuel economy – it's smiles per mile at that point.
Cameron L'Estrange – What the?
Lee Clarke – I like it. I'm not typically a rotor fan, but this thing is mental!
Harry Hodgson – Now this is an FJ I can get behind!
Brett Stanley – Love this – just needs a turbo and holy hell!
Graham Copple – I just got a little bit excited.
Rodneyandrocky Soward – Another stupid build. It's of more value standard.
Scott West – Best sounding engine ever!
Mark Taylor – Feckin' 'ell, well I guess there were quite a few chooks on the farm, eh? Bok bok bok bok.
Tim Burrows – I would normally be against something like that, but I actually really like it.
Greg Lee – Better than a grey motor at least.
Michael Stephens – Was the highlight of the day hearing it fire up.
Michael Gray – This is so awesome! Hats off to whoever put it together. Love the slide throttles, the colour combo and wheels, and I'm guessing it's manual, judging by the three fluid reservoirs? So cool – *SM* needs more feature cars like this!
David Watson – This is dope.
Grant Pearson – David Watson, or someone is on dope.
Dave Minson – That'd sound horrendous!
Mark Anderson – Dave Minson, are you sure you've heard a quad rotor before?
Dave Minson – Mark Anderson, can't beat the sound of a nice Ford V8; it'll sound better than any rotary ever will.
Mark Anderson – Dave Minson, a quad rotor doesn't sound that 'horrendous' to me, or most motorsport enthusiasts who have a soul and can look past their biases!
Dave Minson – Mark Anderson, it's not about biases, it's about the fact that I can't stand the sound of rotaries – just like two-stroke bikes sound awful to me.

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THREE DECADES IN THE MAKING, THIS XA SEDAN IS A 2000HP, EIGHT-SECOND PRO STREET MONSTER

STORY IAIN KELLY
PHOTOS CHRIS THOROGOOD

EXTRA
TAS EAT·454

RUNNING killer numbers in drag racing generally requires a surplus of horsepower and as little weight as possible. But Tasmania's Paul Hamilton has another take on this equation: keep the weight but add more power. His full-fat, big-tyre XA sedan has run 8.0@180mph thanks to a twin-turbo 600ci big-block, but this is only part of the car's near 30-year story.

Paul recalls how it all began. "I've always been a Ford man, but I never really cared that much about cars 'til I was about 17 and a mate's brother had an XA GT," he explains. "I paid around $1000 for this one, and it wasn't a glamour, but this was 1994-'95 when they were just getting taken to the tip. It was green with a Parchment vinyl roof and interior. It was rough around the edges, but it was a V8 XA, which was what I was after."

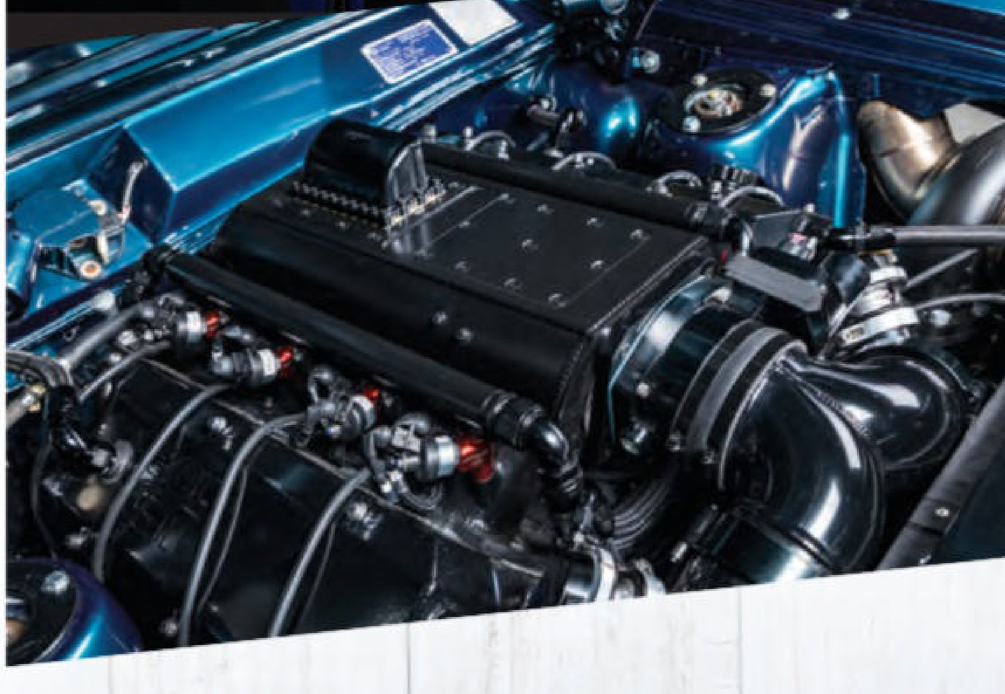
While XAs are a hot-ticket item today, this wasn't the case in the era of grunge. This gave Paul carte blanche to build his sedan the way he wanted, which meant turning it into a tough streeter that would rock the Apple Isle.

"It was just a daily driver when I got it," Paul says. "It was stock as a rock, and it just evolved – particularly after I lost my licence. Around '98 or '99, I put a 501ci big-block Ford in it, as I was talking to a mate about supercharging the 351 and he said, 'Why don't you just get a bigger motor?'

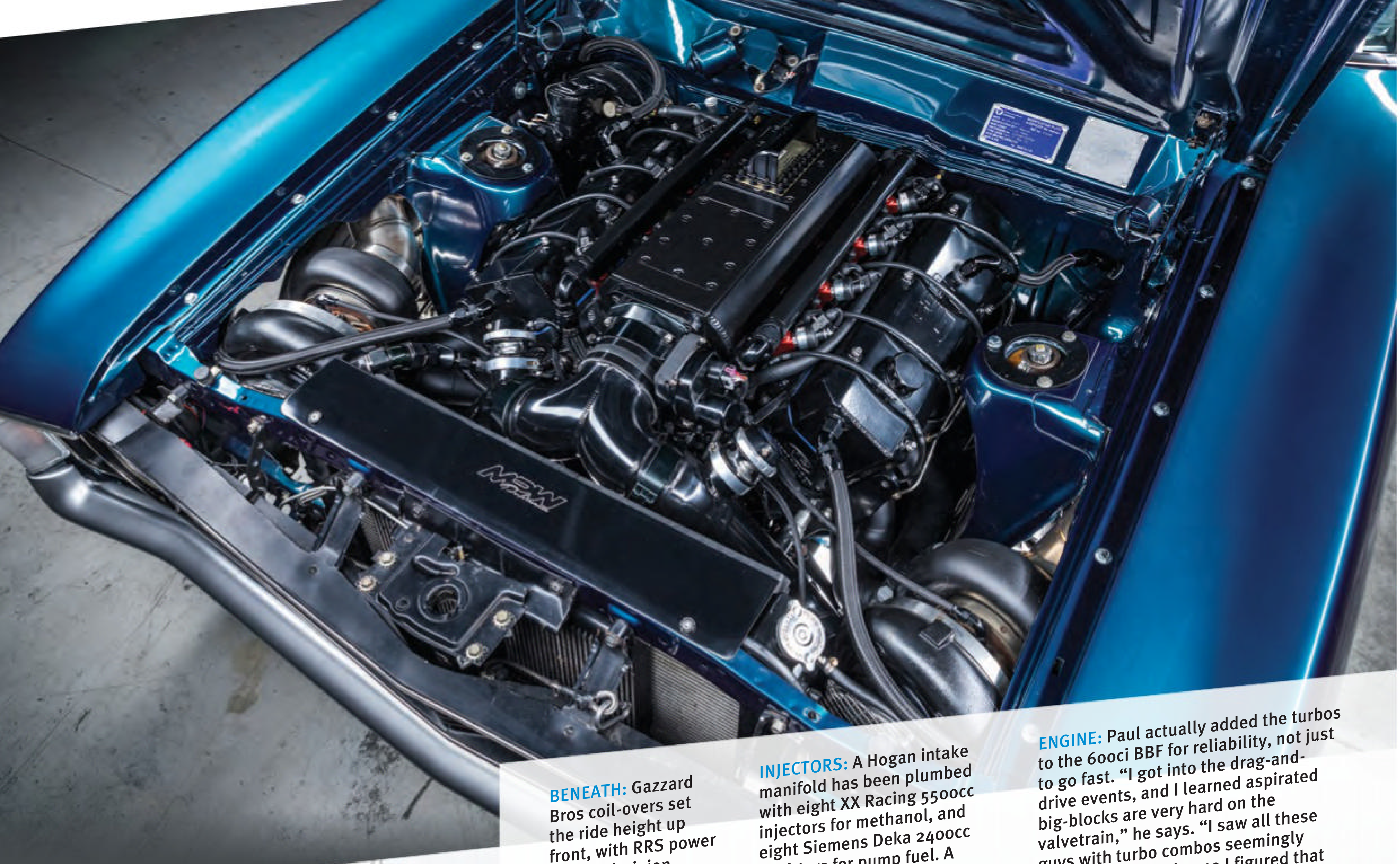
"Around that time, a bloke at the drags was selling a stroked big-block, so I bought it and his C6 auto. Then after a while, I figured if big is good, then bigger is better, so I had to have more."

While Paul's Fairmont left the factory with a two-barrel 351, it has levelled up its game massively thanks to 600 cubes of Blue Oval big-block between its chassis rails. Based off Ford's legendary 385-series 429ci/460ci big-blocks of the late 60s, the Eliminator Products four-bolt, 10.31in-deck-height iron block has been packed full of all the good fruit by Powerhouse Engines to make a planet-turning 2100hp at the hubs on 26psi of boost from twin 88mm Garrett GTX50 turbos.

The rotating assembly features a Callies Magnum crank, custom



WELD RACING

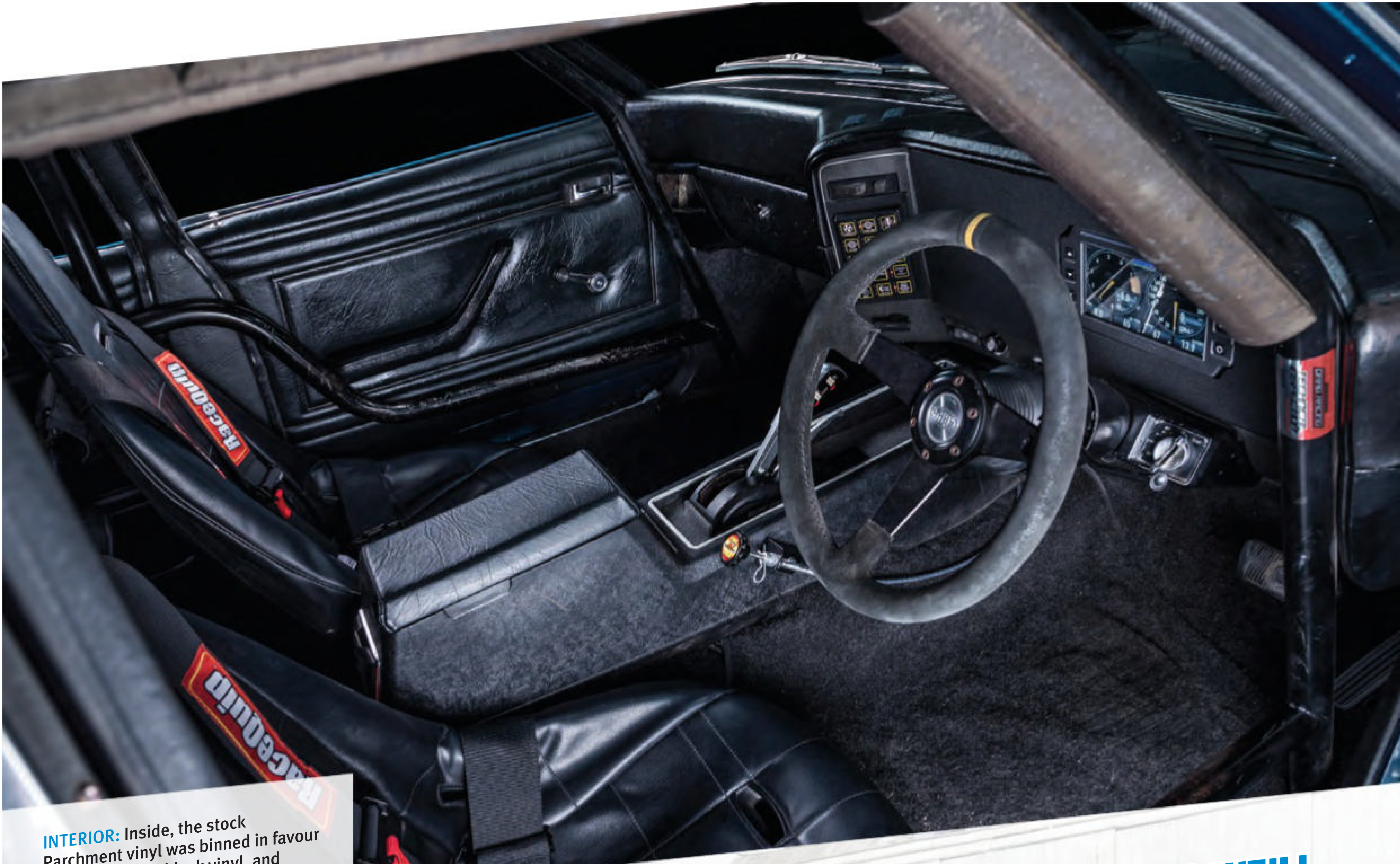


BENEATH: Gazzard Bros coil-overs set the ride height up front, with RRS power rack-and-pinion steering and disc brakes rounding out the front end. Wilwood discs slow the rear down

INJECTORS: A Hogan intake manifold has been plumbed with eight XX Racing 550cc injectors for methanol, and eight Siemens Deka 240cc squirters for pump fuel. A cable-driven Aeromotive pump supplies the alcohol, while a MagnaFuel electric pump is used for street juice

ENGINE: Paul actually added the turbos to the 600ci BBF for reliability, not just to go fast. "I got into the drag-and-drive events, and I learned aspirated big-blocks are very hard on the valvetrain," he says. "I saw all these guys with turbo combos seemingly doing it much easier, so I figured that would be the way to go." With 2100hp now on tap, we figure he's right!

> **I WAS TALKING TO A MATE ABOUT SUPERCHARGING THE 351 AND HE SAID, "WHY DON'T YOU JUST GET A BIGGER MOTOR?"**



INTERIOR: Inside, the stock Parchment vinyl was binned in favour of hard-wearing black vinyl, and JAZ race seats, a SAAS tiller and TCI shifter were added. The stock rear bench was modified to fit around the tubs. A Haltech iC-7 displays the vitals, while a six-point rollcage and RaceQuip harnesses keep things safe

IT'S A WHOLE NEW CAR BASICALLY, SO WE'LL PASS DOWN. BUT I WANT TO RUN A SEVEN,

9.5:1-comp JE pistons and 6.7-inch Callies Enforcer rods. A 65mm-core PHE solid-roller bumpstick – measuring 280°@.050-inch on the intake and .800-inch lift – and Jesel keyway lifters round out the short motor.

The cylinder heads are Ford Performance A460 Motorsport castings with titanium Inconel valves, Jet Engineering 7/16-inch pushrods, and shaft-mount Jesel 1.7-ratio rockers. Though they flow huge numbers, the altered valve locations of the heads caused Paul some grief when it came to packaging.

"When I put the 600-cuber in, the taller heads meant we had to cut the shock towers," he says. "It had 2.5-inch primaries and this huge exhaust system to get the gas out of the aspirated motor. Everything is huge on the big-blocks, so packaging is important."

Those NA primaries are no longer required thanks to MPW Performance building a set of custom manifolds, onto which the twin Garrett turbos and Turbosmart 60mm CO_2 wastegates are mounted. Spent gases leave the Falcon via a twin four-inch, oval-tube exhaust system.

Producing two Bugatti Veyrons' worth of horsepower requires good oil control, and that's been one area that Paul, MPW and Powerhouse Engines spent plenty of time researching. To ensure proper lubrication, EAT454 now wears an ASR dry-sump pan and Peterson multi-stage oil pump, along with some huge supply lines.

"We found out big-block Ford engines consume a lot of oil, so we had to upgrade the dry sump lines to 20AN to circulate the required amount of oil in the system," Paul explains. "They're huge now, but the system works. These big-block Fords aren't cheap to build to this level, but that's life, and I'm Ford to my bootstraps."

A Reid-case Powerglide has been built with a girthy 1⅛-inch input shaft and TH400 output shaft to take the 9.8-litre's grunt, which gets to the ground via a ProTorque converter, GJ Drivelines Pro Series tailshaft and a serious nine-inch diff. Running a Strange Pro Iron 9.5-inch centre with a full spool and 3.25 gears, the diff rides on Gazzard Brothers leaf springs and shocks.

"When we put the 500ci combo in, my mate Michael Prehn cut the rear end out from the back seat to the rear bar," Paul explains. "He also did the RRS steering-rack front end and chassis connectors when we put the 600ci engine in. It's pretty rigid now, and although it's added a bit of weight, you can jack up one corner and the whole side comes up."

BUILD TOWARDS PUTTING A
AND A SERIOUS SEVEN

PAINT: Despite Paul being an avowed Ford man, EAT454 actually wears a 90s Commodore hue! "I painted it Botanica Mica way back," he laughs. "I remember thinking it's a great-looking colour, and we've kept it that colour since. Don't tell people it's from a Holden!" Too late...

ABOVE: Paul first brought the XA over to the mainland with an aspirated combo to take on Drag Challenge 2016, but lost a roller lifter early on. This setback kick-started a significant upgrade of the BBF, and EAT454 was reborn with twin turbos, which helped it take out the Outlaw Blown class at Drag Challenge 2017

ABOVE RIGHT: Wheels are Weld Magnums, running 15x4in on the steering end and a fat 15x14in for maximum beef under that curvy rear end. Tyres are Mickey Thompson front-runners on the skinnies and 315/60 ET Street Radial Pros on the power end

Power is nothing without control, as the old saying goes, and to that end, EAT454 is wholly managed by a Haltech Nexus R5 vehicle control unit, with Haltech IGN-1A coils replacing a traditional distributor. The Nexus can handle power distribution, so no fuses are needed, while sensors keep the XA running straight and true at the track, monitoring things like exhaust gas temp, wheel speed, shock travel, ride height, air-fuel ratios and gear position. "The electronics side of the car is crazy and incredible," says Paul. "It's really out of my league with wheel speed sensors and the like."

While the XA has all the hardware needed to run big-dog numbers, don't expect to see Paul sending it to the moon first lap out. "It's a whole new car basically, so we'll start from the beginning again and build towards putting a pass down," he says. "But I want to run a seven, and a serious seven.

"It's been a journey to get here, but I'll never try to make it light, and I'll never sell the car, even if I only drive it once in a blue moon."

PAUL HAMILTON 1972 FORD XA FAIRMONT

Paint: Botanica Mica

ENGINE

Brand: Eliminator Products 600ci big-block Ford
Induction: Hogan EFI
Heads: Ford Performance A460 Motorsport
Turbos: Twin Garrett GTX50 88mm
ECU: Haltech Nexus R5
Crank: Callies Magnum
Rods: Callies Enforcer
Pistons: Custom JE
Camshaft: PHE solid-roller
Oil system: Peterson pump, ASR dry sump
Fuel system: Eight XX Racing 5500cc injectors (methanol), eight Siemens Deka 2400cc injectors (pump fuel); Aeromotive cable pump (methanol), MagnaFuel electric pump (pump fuel)
Cooling: Aussie Desert Cooler radiator, SPAL fan, Meziere water pump
Exhaust: Custom MPW manifolds, twin 4in oval exhaust, Turbosmart 60mm CO_2 wastegates
Ignition: Haltech IGN-1A coils

TRANSMISSION

Gearbox: Reid-case Powerglide
Converter: ProTorque
Diff: 9.5in, Strange Engineering Pro Iron centre, 3.25:1 gears, full spool

SUSPENSION & BRAKES

Front: RRS front end, Gazzard Bros coil-over struts, RRS rack-and-pinion steering
Rear: Gazzard Bros leaf springs and shocks
Brakes: RRS discs (f), Wilwood discs (r)
Master cylinder: Standard

WHEELS & TYRES

Rims: Weld Magnum; 15x4 (f), 15x14 (r)
Rubber: Mickey Thompson front-runners (f), Mickey Thompson ET Street Radial Pro 315/60R15 (r)

THANKS

Adam Rogash at MPW Performance; Johnny Pilla at Powerhouse Engines; Mike Prehn for the tub job 20 years ago; everyone else who has helped along the way – there is a long list, so you know who you are!

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03

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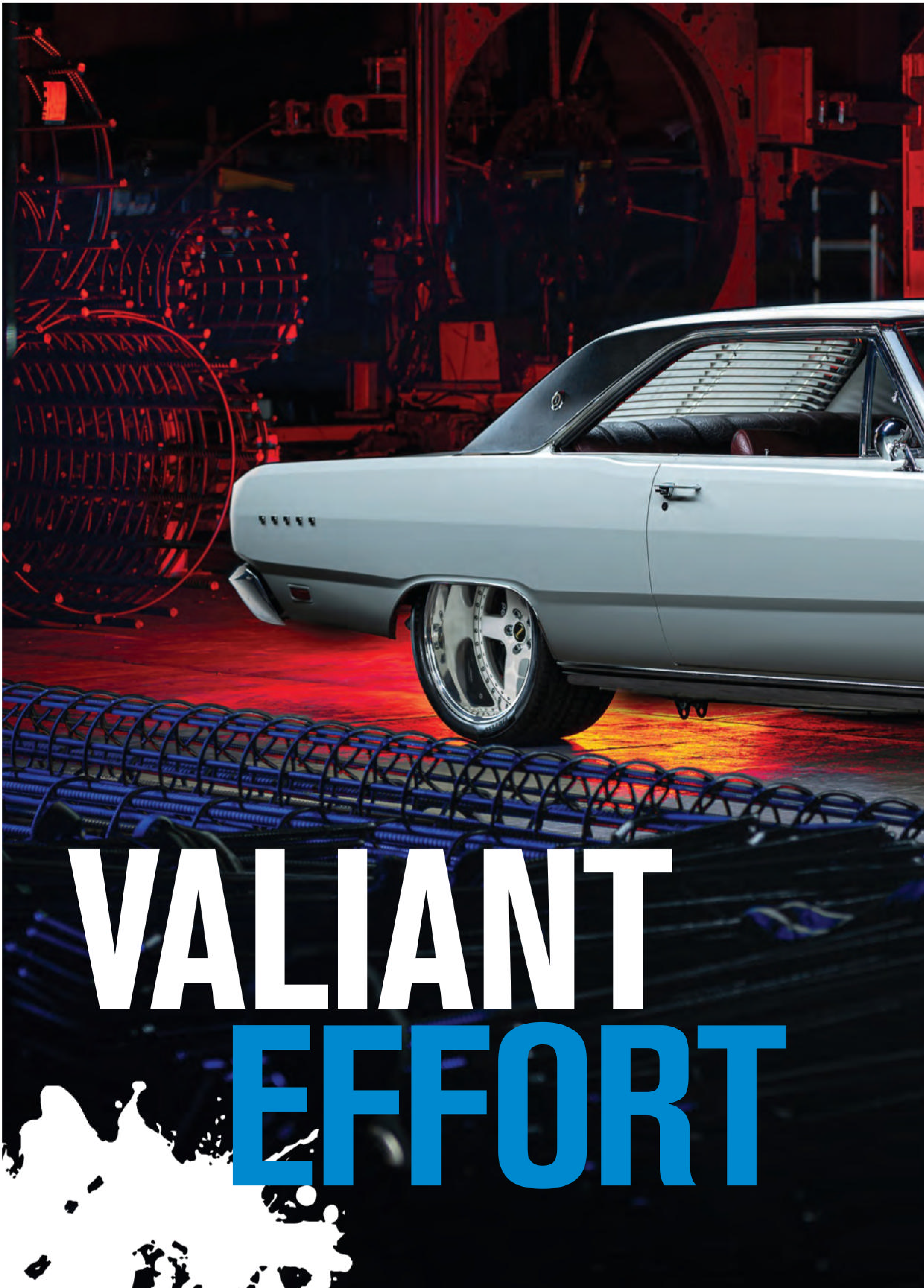


VALIANT EFFORT

STORY CRAIG PARKER
PHOTOS MATTHEW EVERINGHAM

A WHO'S WHO OF SYDNEY'S HOT-CAR SCENE BAND TOGETHER TO TRANSFORM THIS RARE VF REGAL 770 HARDTOP FROM AN ABANDONED CLUNKER TO A TROPHY-WINNING STUNNER

BACK in 2002, Arthur Mitsoulis was working on a Kings Cross construction site, and on his way to work each day, he'd drive past a VF Valiant coupe. "It hadn't moved in a long time; it looked abandoned," he says. "One day I stopped for a closer look and realised that, despite being buried under a mountain of dust and leaves, it was actually in very good condition. I left a Post-it note on the windscreen offering to buy the car."

DESPITE BEING BURIED UNDER A MOUNTAIN OF DUST AND LEAVES, IT WAS ACTUALLY IN VERY GOOD CONDITION

Much to Arthur's surprise, he got a phone call that afternoon, and after some haggling, he snatched up that genuine Regal 770 coupe for the princely sum of $1000!

After a good wash and tune-up, it served as Arthur's daily driver for the next three years, despite being a pretty rare model. "Few VF coupes are actually Regals," Arthur explains. "Being a factory 318 Fireball, centre-console, bucket-seat car, it's pretty special.

"As my career in the construction industry took off, I started doing too many kays, so the Val became a Sunday cruiser."

Eventually, the hardtop's original 318 began leaking and using way too much oil, and was replaced with a 408ci stroker crate motor, along with a built 727 auto and nine-inch. Unfortunately, the new engine proceeded to develop its own oiling issues, which sidelined the coupe for 18 months.

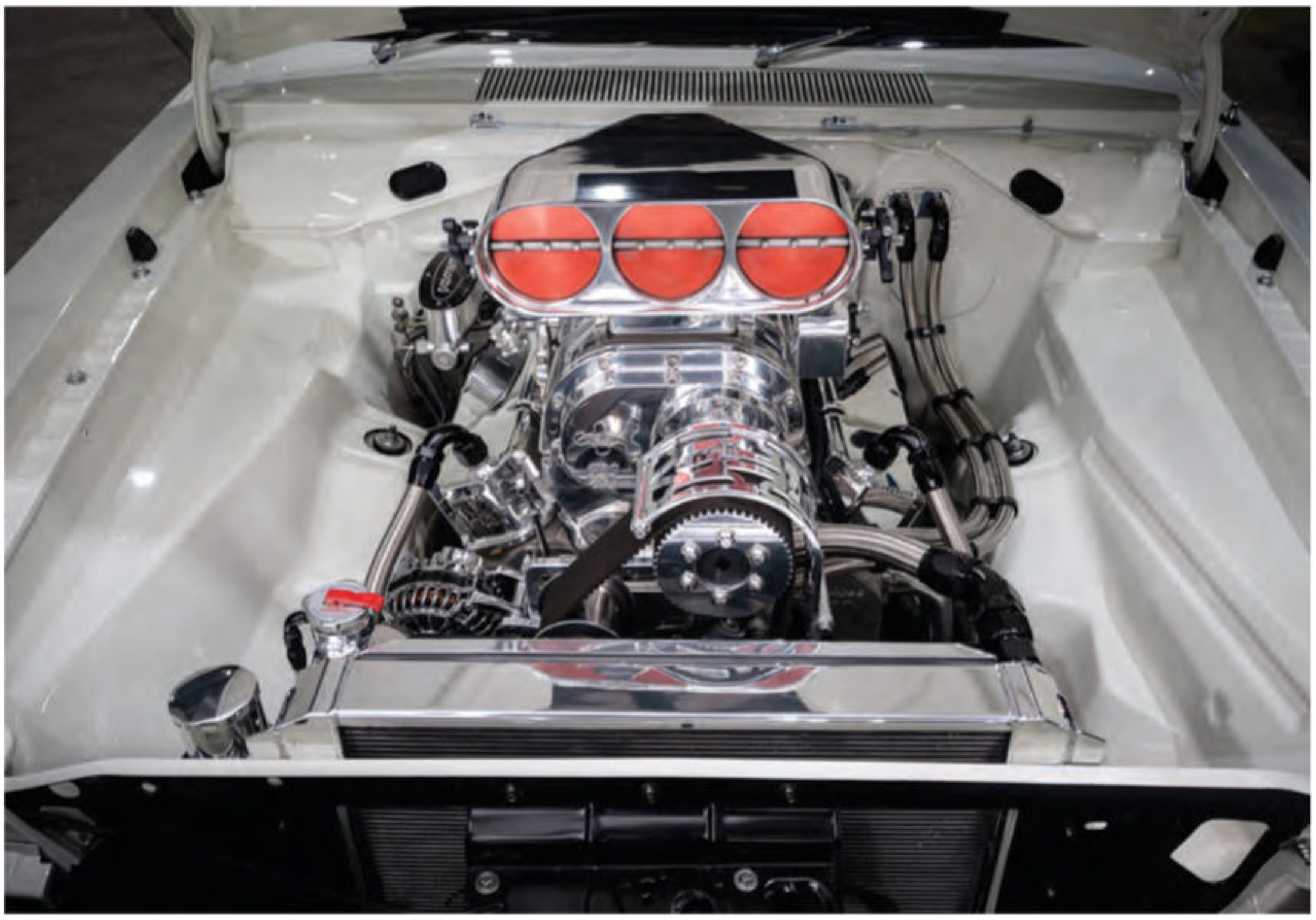
"Around 2015, I decided to pull the car off the road and fully restore it," says Arthur. "That's when I approached my good friend George Saad, who I've known since high school. George has built many cars, was a racer, and knows loads of people in the Sydney car scene through his 17 years at Rocket Industries."

George sat down with Arthur to go over his plans for the car. "Arthur's instructions were pretty simple: keep the grandpa-spec styling, but with an off-its-nut engine and driveline," George says.

REAR: With its barking exhaust note and steamroller rear tyres, AFRAY is anything but subtle. "I don't think I'll ever get over how fat it looks from the back," says Arthur. "I grin every time I look at it from the rear"

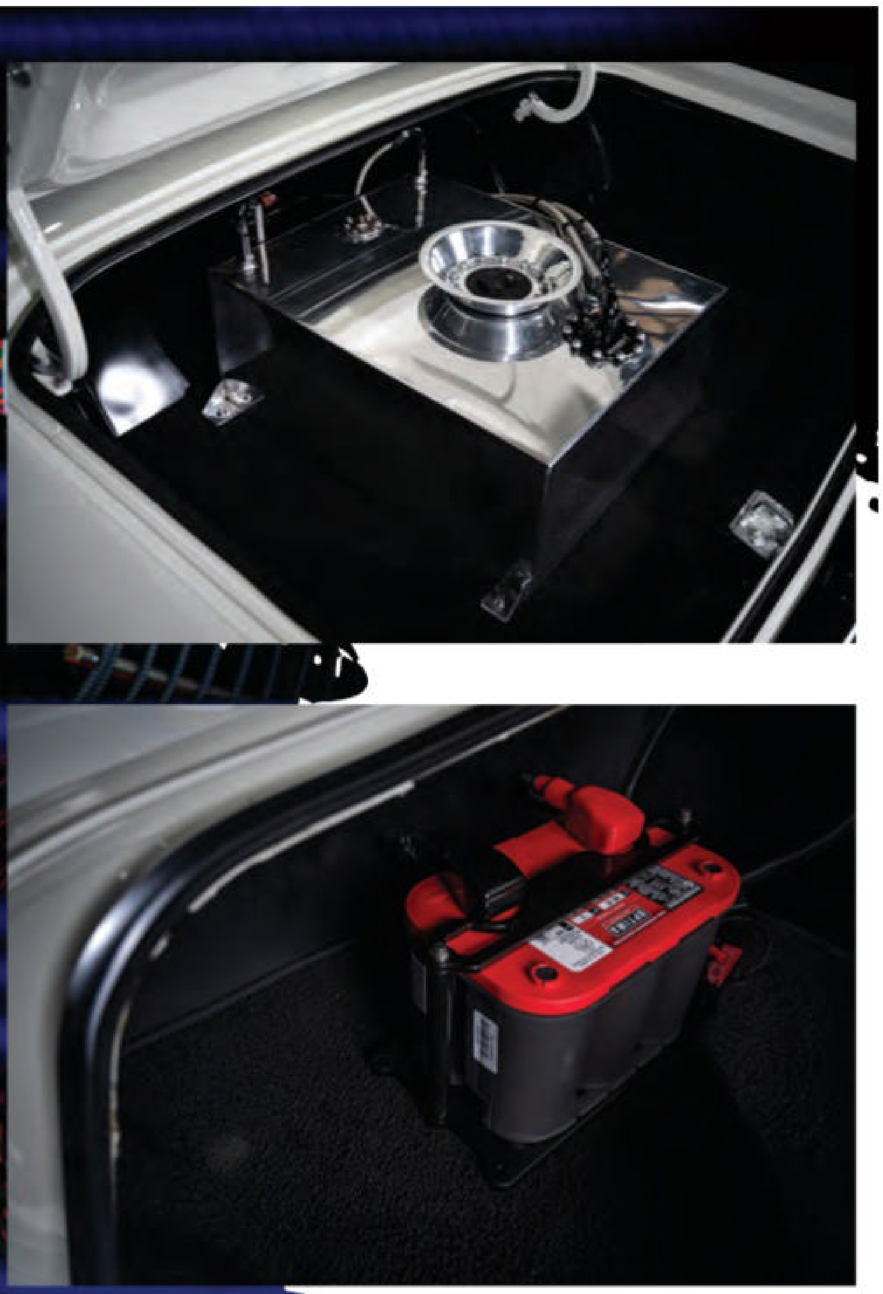
INTERIOR: The embossed Buffalo Hide vinyl really gives the interior that finishing touch. The only departure from stock on the inside is the B&M shifter neatly integrated into the centre console and the Haltech iC-7 dash mounted in front of the Regal's original refurbished gauges. The rear seat frame also had to be altered to fit around the mini-tubs

VALIANT
AFRAY



ENGINE BAY: The blown and stroked 410-cube small-block is good for a lazy 720hp on 98 PULP. "I love how the engine bay turned out," says George. "With its smoothed sheet metal, braided lines and all the polish and chrome, it's so clean"

BRAKES: Big power and big wheels call for big brakes. To this end, inside each 20in Simmons FR is a massive six-piston Wilwood caliper clamping a beefy 355mm rotor



BOOT: The tubs, battery and fully polished 70L Aeromotive fuel cell dominate the boot

After completely stripping the car and mounting it on a rotisserie, Arthur and George set about dislodging 45 years of built-up grease and crud with a pressure washer, and were both amazed at the result. “Apart from a driver's-side mirror, it wasn't missing one thing,” Arthur says. “All the moulds are original; all the glass except for the front windscreen is original. The only rust was a bit in the back window and the bottom of a quarter – that's it!”

ARTHUR'S INSTRUCTIONS WERE PRETTY SIMPLE: KEEP THE GRANDPA-SPEC STYLING, BUT WITH AN OFF-ITS-NUT ENGINE AND DRIVELINE

“The front rails and sills were mint,” George adds. “Even the floors are 100 per cent factory sheet metal. There were no surprises after sandblasting.”

George's brother Michael Saad from JT Performance then got stuck into the fabrication. The leaf springs were moved inboard, and the rear was mini-tubbed to accommodate the 20x12-inch Simmons FRs. JT Performance also set up the shortened nine-inch, which features a fabricated housing filled with a Strange alloy centre and 35-spline axles by Craft Differentials. To enhance driveability, the suspension was completely rebuilt and Strange adjustable coil-overs were added to each corner.

Next, the Val was sent to Ground Level Panel & Paint, initially just for a paintjob. However, once Arthur decided he wanted to unveil the car at Summernats, the paint and panel really had to step up a notch. With numerous awards to their credit, the Ground Level team were more than up to the task. The VF's panels are arrow-straight, while the fresh covering of factory Alpine White is dead-flat and ripple-free.

That whole process took a solid 18 months, so during that time, George got onto the engine build. Nobody makes an off-the shelf blower kit for these mills, so George turned to Jeff Ramsay for the intake manifold and full blower set-up, as well as the EFI system hiding inside the Enderle hat. Matt Scala was tasked with assembling the angry 410ci small-block Mopar.

“Justin from Horsepower Solutions supplied all the Haltech gear and dialled in the tune,” says George. “It made 720hp on 98 PULP and only 8psi of boost. We could have wound the boost up, tuned it for E85 and made another 150hp easily. But 720 is plenty – it's still super streetable.”

To cope with the new engine, Al's Race Glides screwed together a tough 727 with a reverse-pattern valvebody and full billet internals.

Arthur's attention then turned to the interior, and he was determined to source a particular burgundy-coloured, embossed Buffalo Hide vinyl trim. However, a two-year search turned up zilch. As luck would have it, though, Arthur was working on a building site where Steve Spirelis had a mobile café truck, and it turned out that not only was Steve a mad Valiant fan and a motor trimmer by trade (he owns SS Trimming), but he knew somebody who had a roll of the required vinyl! He was also more than happy to tackle the Val's retrim – winning!

Steve's brief was straightforward: full factory spec, including a rear venetian. “Steve killed it on the interior and the vinyl roof," says Arthur. "It's one of my favourite aspects of the car."

Arthur is quick to point out that, aside from the engine and wheels, the hardtop is essentially a nut-and-bolt resto. "It's not a GT, A9X or R/T – it's not a race car, it's an elegant cruiser," he says. "That's why I wanted to keep all the Regal's exterior chrome work and stock interior.

"I wanted to restore this car for future generations," he continues, "so I told George to build it as if it was his own. He's so fanatical – happy to pull something on and off 20 times to make sure it's right."

Such fastidiousness was more than justified when the Val debuted at *Street Machine* Summernats 34, where it picked up a spot in the Top 60 and scored 3rd Top Coupe. Arthur even had a stab at Grand Champion!

"George handled all of the assembly," says Arthur. "It was a mad rush to finish it for Summernats; we were still screwing stuff onto it at Canberra. I'm 49 and have never won a trophy for anything – this was my first ever!

"I don't beat on the Val; it's too nice," Arthur continues.

IT MADE 720HP ON 98 PULP AND ONLY 8PSI OF BOOST. IT'S STILL SUPER STREETABLE

"It's a bit like an old grandfather; you've got to take it easy on him. That's why I have a few other cars, including a tough mini-tubbed, nitrous-fed, 433ci Chev-powered Capri.

And the AFRAY number plates? "The Val is pretty noisy; it is a bit of a public nuisance, which is the textbook definition of 'affray'," Arthur says. "*[The plate with a double F]* was already taken, so I had to settle for single F."

ABOVE: Although there's a lot more left in the engine, Arthur reckons the car is already a beast to drive, and he's quite hesitant about standing hard on the loud pedal

BELOW: "Everybody tried talking me out of putting the vinyl roof back on," Arthur admits. "But it's an old-school street cruiser – it needs it to look right"

ARTHUR MITSOULIS
1970 VF VALIANT REGAL 770

Paint: DeBeer 2K Alpine White

ENGINE

Brand: Chrysler 410ci
Intake: Enderle Bird Catcher
Blower: The Blower Shop 6/71
Blower manifold: Jeff Ramsay Engineering
EFI: Jeff Ramsay Engineering
ECU: Haltech Elite 2500
Heads: Edelbrock alloy
Camshaft: Comp Cams solid-roller
Pistons: Scat H-beam
Rods: JE
Crank: Scat steel
Oil pump: Melling
Fuel system: Aeromotive EFI (in tank)
Cooling: PWR radiator, 16in 3000cfm fan
Exhaust: Custom extractors, Flowmaster mufflers
Ignition: MSD

DRIVELINE

Gearbox: 727 Torqueflite, reverse-pattern valvebody
Converter: TCE
Tailshaft: 3in with Strange yokes
Diff: HRP sheet-metal housing, 35-spline alloy Strange centre, 3.7:1 gears, Truetrac

SUSPENSION & BRAKES

Front: Reset torsion bars, Strange adjustable shocks
Rear: Inboard leaf springs lowered 60mm, coil-overs, CalTracs
Brakes: Wilwood 355mm discs and six-piston calipers (f & r)
Master cylinder: Wilwood

WHEELS & TYRES

Rims: Simmons FR; 20x7 (f), 20x12 (r)
Rubber: 225/35R20 (f), 335/30R20 (r)

THANKS

Rocket Industries; Aeroflow Performance; Tim at Elko Performance; Luke at Hemi Performance; George Saad; Matt Scala for the engine; Alex and Tommy at Al's Race Glides; Justin Simpson at Horsepower Solutions; Michael Saad at JT Performance; Red and Richard at Craft Differentials; Chris Spicer at CS Engineering; Callum Hinchcliffe at Adept Metal Polishing; Moose the detailer; Rocky Canto at Mould Repairs; Simon and Sebastian at Ground Level Panel & Paint; Scott Barter at Oxytech Powder Coating; Steve Spirelis at SS Trim; Mark Sant at Ontrak Auto Electrical; Chris Harden at Metal Restos; John at CK Sandblasting; John Saad; my wife Lucy and son Asher

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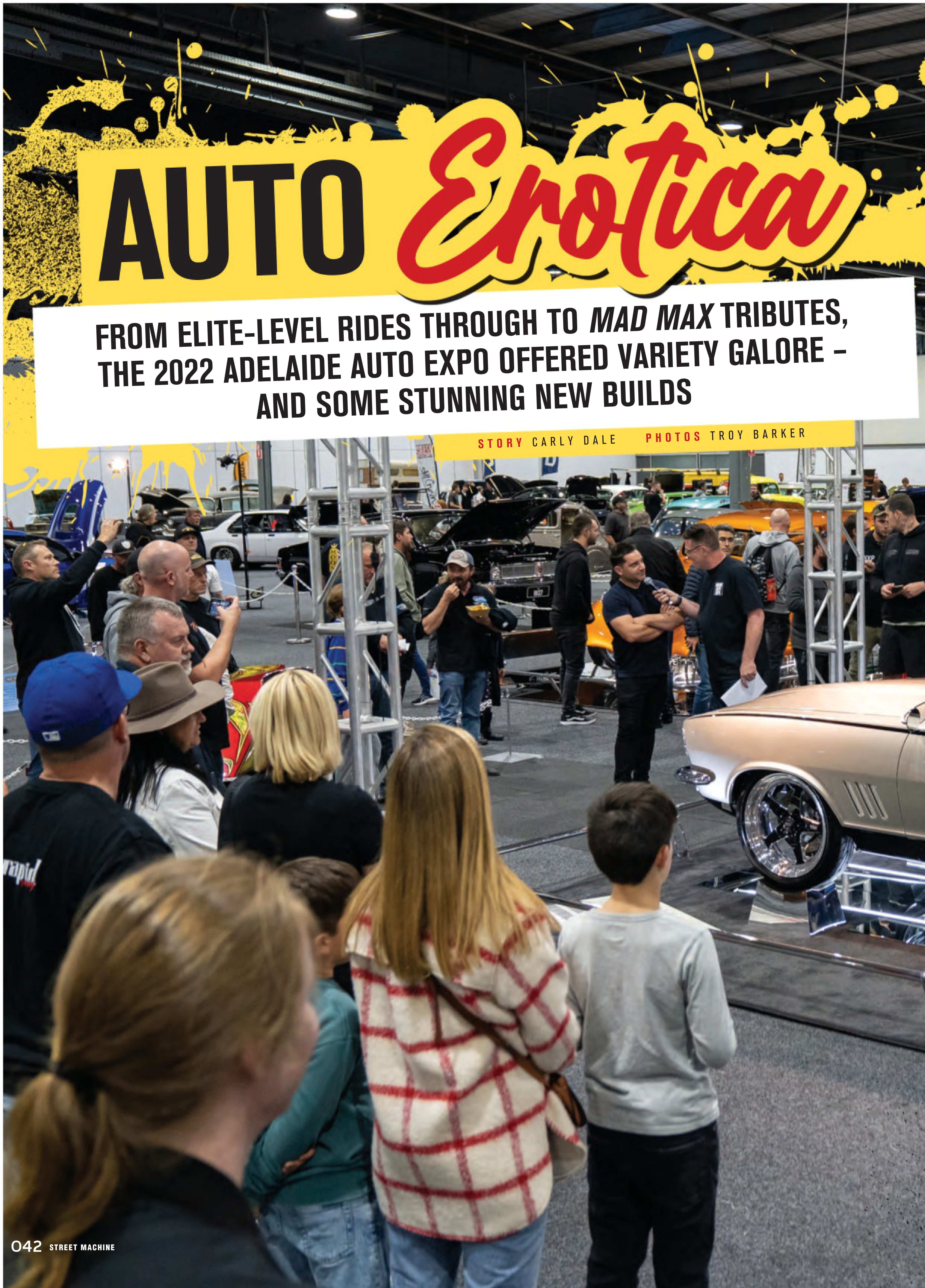
STORY CARLY DALE **PHOTOS** TROY BARKER



AIRCHAMBER AUSTRALIA
DEALERSHIP DECALS

01

FIRES. Plagues. Floods. Australia sure has thrown some wildcards at event promoters these past few years, but none of it has deterred Geof Tartoosie from staging the annual Adelaide Auto Expo. As the South Australian capital's only indoor car show, this multi-faceted two-day event covers the full automotive spectrum, from hot rods to imports to the American-only Zippel Cruise. But for street machiners, it's all about the Extreme Auto Expo side of the event, which remains Adelaide's ultimate platform to debut quality local builds.

The expo also serves as a MotorEx Superstars round, so entrants flock from all over Australia to take part. This year's event, held at Adelaide Showgrounds over 18-19 November, was no different, but for some interstate travellers, the trip was markedly lengthened thanks to flooding and road closures. "All the interstate people made the trip across dealing with flood detours, flat tyres, trailer bearings collapsing and so on," Geof said.

Happily, despite the weather concerns, the event continued to hit new highs. "We had 10 interstate cars this year – the most we've ever had," Geof pointed out.

Two of those non-SA cars were Deluxe Rod Shop builds: Kevin and Margaret Baird's FX Holden, and the high-end '34 Chevy of Brian and Maureen Imlach, which took out a raft of top

02

03

01: Heading across from Parkes, NSW for the show, Rodney and Jennie Barnes wowed the crowd with their tidy 332ci-powered HZ Sandman. Drenched in glistening HOK Malachite Green, the pano also came runner-up at the 2022 Van Nationals

02: Street Machine Association of SA vice-president Neil Whitburn was an early starter for Friday night's Aussie Muscle cruise in his XY GT-351 tribute. "It's actually an XW Fairmont dressed as a GT," Neil said of the toughie, which runs a 351ci/C4/9in combo

03: Jason Waye's most recent track racer, 'Cortzilla', runs an RB30/25 with a Pulsar turbo, backed by a PPG sequential six-speed. "I came runner-up in the Sports Sedan Championship, missing the win by only three points," Jason said. "It has 350rwkW at 16psi, and I've lapped half a second slower than a V8 Supercar"

04

05

ROB DE SCISCIO'S MEGA-TOUGH LC TORANA HAD THRONGS OF ENTHUSIASTS OGLING IT FOR THE DURATION OF THE EVENT

06

04: Jason Waye's 'Deliverance' VK station wagon was a late entry to the show. "On Tuesday night I figured if the 16x10 Turbofan fronts and 16x12 Simmons V5 rear wheels would fit, then I'd bring the car," he shrugged. "We have shaved the door handles, fuel door and wipers, plus it's a rear-opening bonnet"

05: A star of the show was Rob De Sciscio's freshly unveiled, tubbed LC Torry. "It should run a seven, but that will depend on me as a driver," Rob humbly admitted of the twin-turbo, 440ci LS-powered Torry. "It's all fully engineered and ANDRA-teched"

06: Brendan May had a bunch of help from his dad while heavily modifying this turbo LS-powered VY SV8, which later became a rolling tribute when his dad tragically passed away with cancer. "It's a now weekender; a tough streeter," Brendan said of the stout Commodore, which took out Hi-Tech Top Engineered

Elite awards including Elite Car of Show.

Punters were greeted by that Deluxe-built pair as they stepped into the Jubilee Pavilion, but a bit further in sat Rob De Sciscio's minty-fresh, mega-tough yet perfectly buttoned-up LC Torana. With the finish of an Elite build and the potential for seven-second timeslips, the locally built Torry had throngs of enthusiasts ogling it for the duration of the event.

Of course, there were plenty of other fine examples of Aussie muscle scattered throughout – we're talking big-cubed Monaros, Prems, GTs and Valiants, all finished to an amazing standard. But if those didn't float your boat, you'd be pretty much guaranteed to find something that would. Scanning the expansive pavilion, I spotted mega-expensive supercars, a home-built Cortina track car, and a huge row of Mazda RXs and Capellas ranging from restos to dedicated racers.

Further back was a raft of hot rods, with a few fresh builds in the mix, while the mixed bag of barn-finds up for auction lined the back wall.

I'm always amazed at Geof and the team's ability to draw in intriguing auction cars. This year's crop included a rare '55 Caddy nine-seater limo, a Toyota Stout camper, an AP6 Valiant, an XC Falcon 500 ute, an LC Torry more-door and an extremely tidy VP S-pack Commodore, with many of these changing ownership upon hammer-fall. "We sold five out of the 10 auction cars, but I think another three will sell this week," Geof said.

To keep the event both intriguing and relevant, each year Geof presents new additions. Perhaps the most notable was the announcement of an Electric Vehicle award from next year. It'll certainly be interesting to see how this contentious element of the modified scene progresses.

The event's outdoor activities were impacted by rain this year, but the show went on, and late Friday arvo saw clear skies for the Aussie Muscle cruise.

Saturday morning brought out another new facet of the expo, with a casual Cars & Coffee event that saw cars assembling beside the outdoor show arena. By 5pm the scene changed again, with the American-only Zippel Cruisers rolling into the same arena.

There was a family friendly focus throughout the event, with kidlets offered a free Hot Wheels

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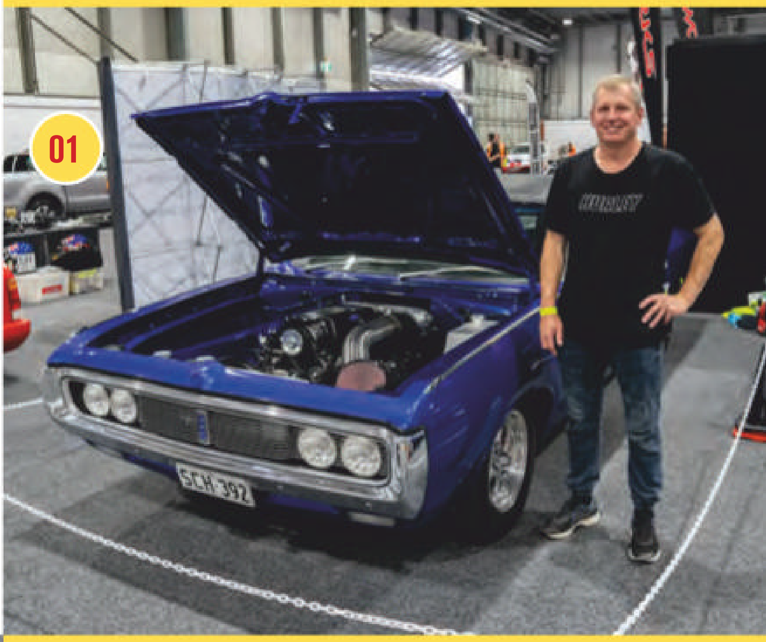
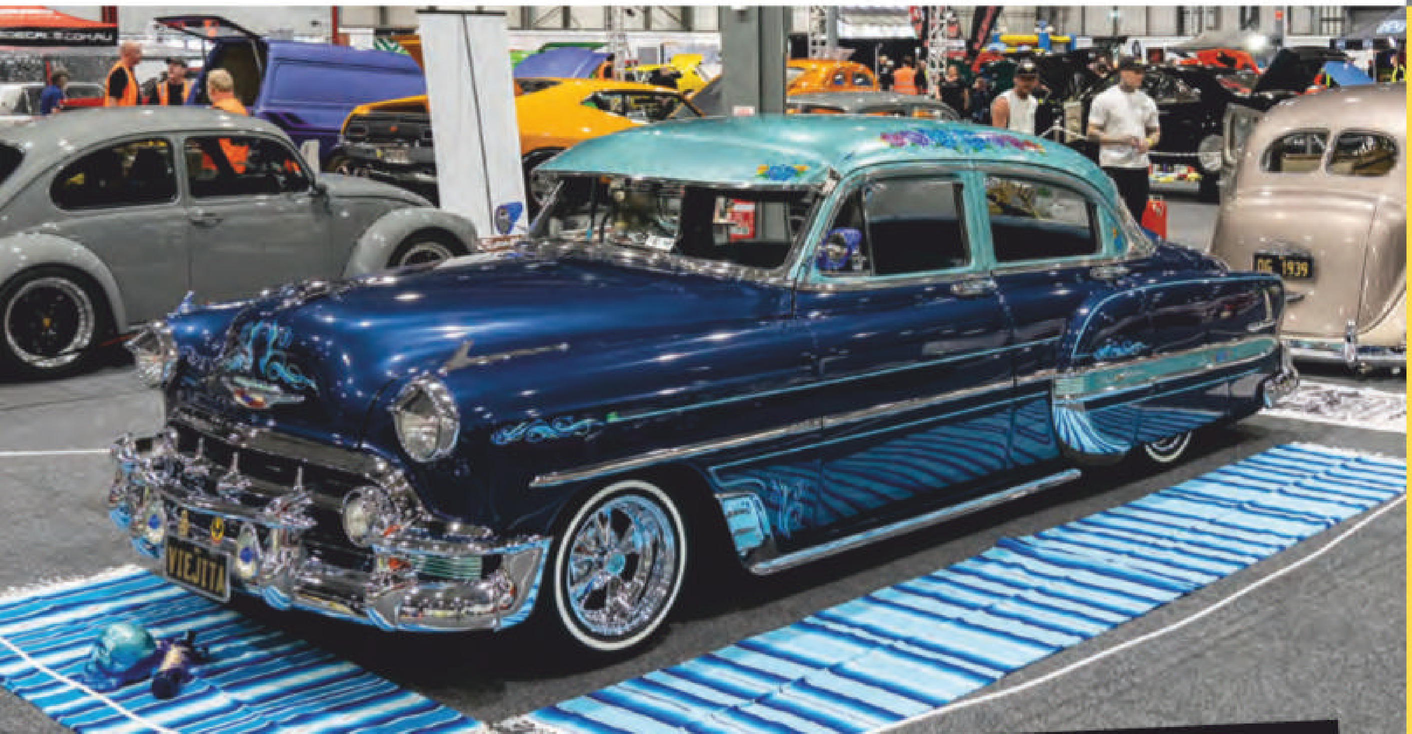
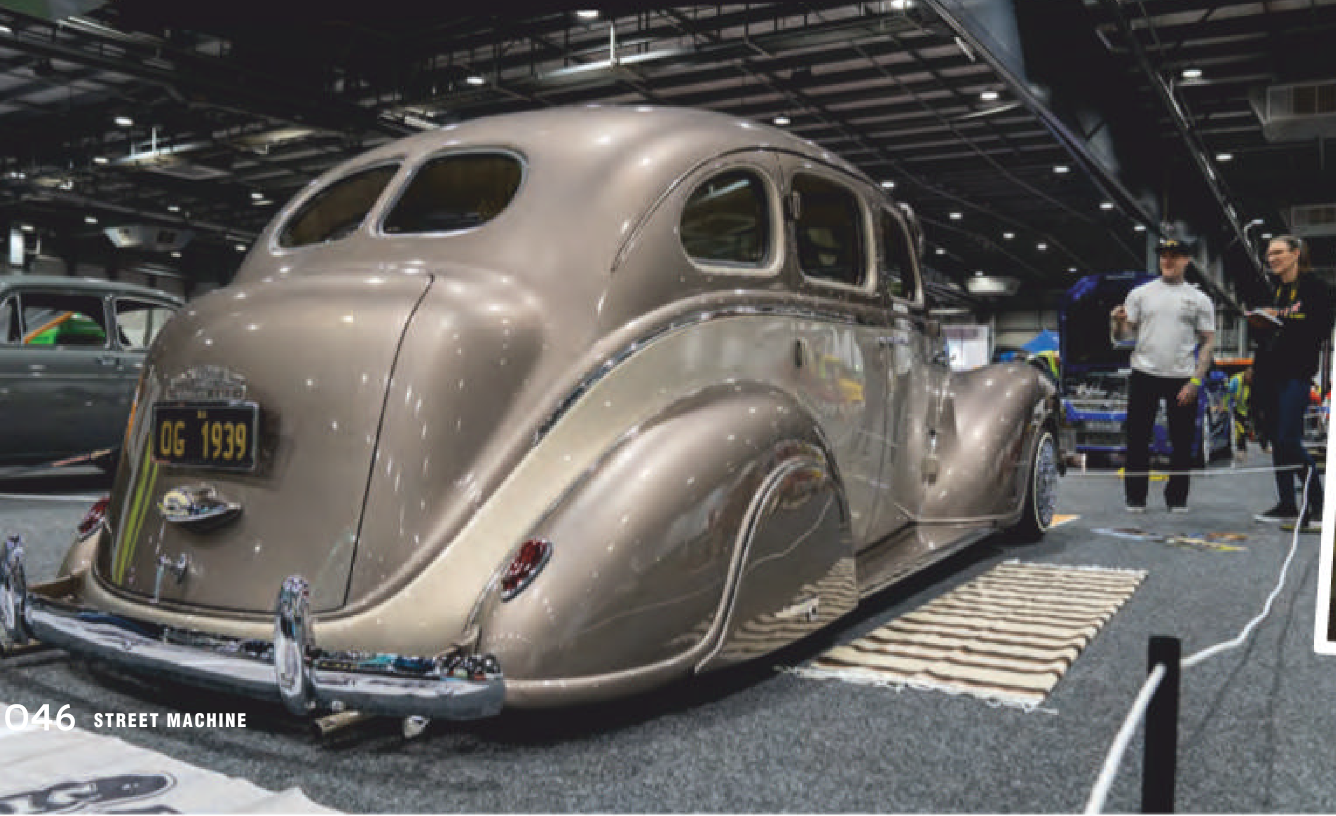
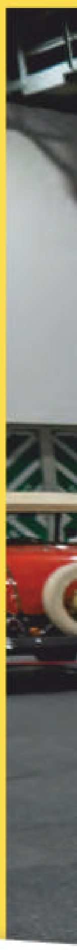




BRIAN AND MAUREEN IMLACH'S HIGH-END '34 CHEVY TOOK OUT A RAFT OF TOP ELITE AWARDS INCLUDING ELITE CAR OF SHOW

02





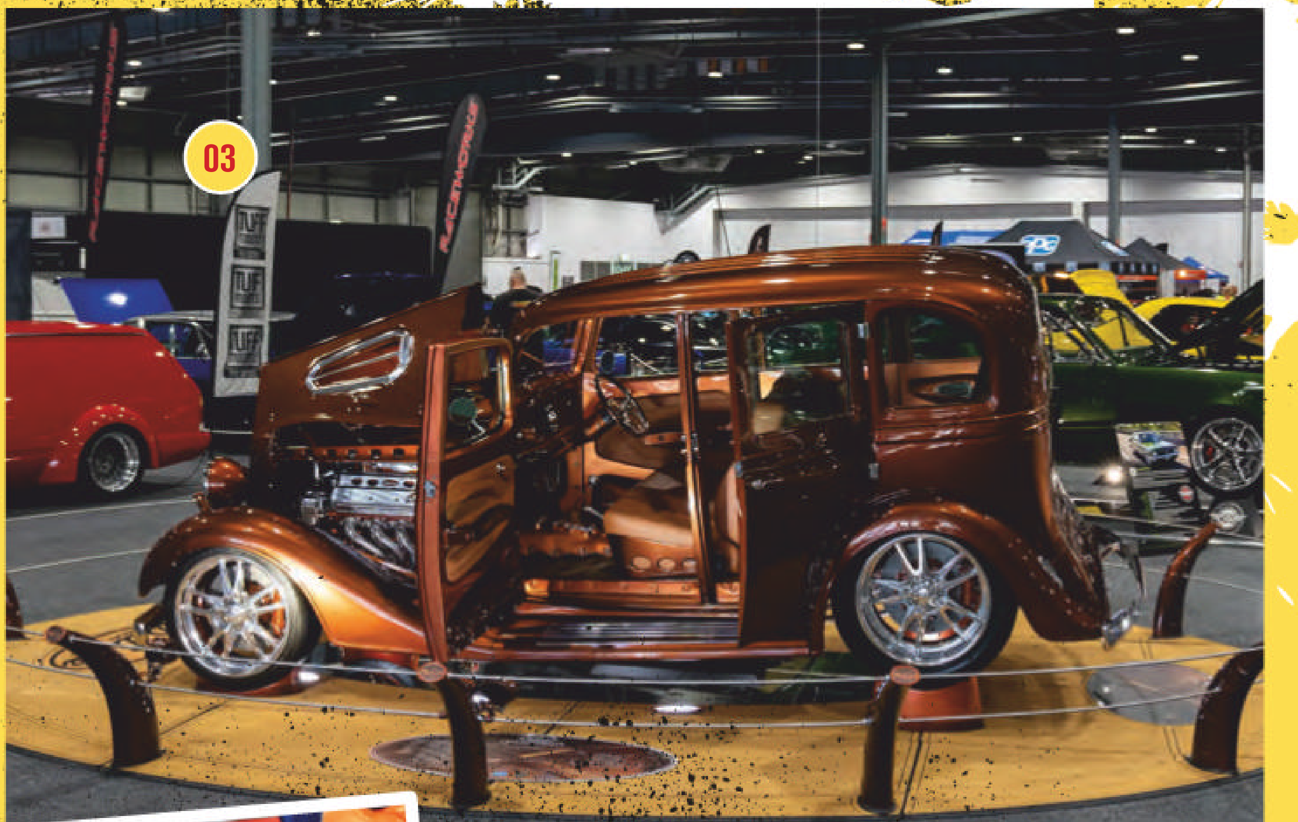
01: Scott Lawrence's 1972 Chrysler By Chrysler more-door was another fresh build. Complete with a blown 2016 SRT 392ci Hemi, it's backed by a 727, 9in with full-floater, and stomper 15x12 Center Line REVs wedged under the deeply tubbed rears. It was fittingly awarded Top Engineered in the Street Machine class

02: Viejitos members Simon Cavuoto and Greg Rawson wowed punters with their stunning lowriders. Simon is responsible for the incredibly detailed paint on both Greg's '39 Plymouth and his own '53 Bel Air

03: Brian & Maureen Imlach's stunning '34 Chev received a Meguiar's MotorEx Superstars invitation and scooped up a ton of other awards, including Elite Car of Show, Top Five, Top Engine Bay & Components, Top Undercarriage & Driveline and Top Display & Impact, along with runner-up gongs for Body, Paint and Interior & Rear Compartment

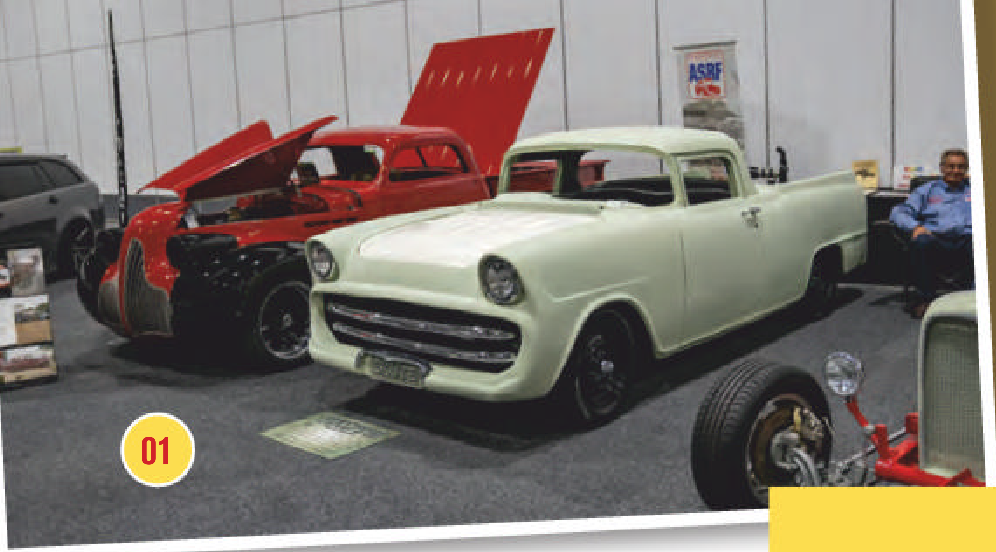
04: John Shelton had a hell of a time registering his beautiful, home-built 1961 T-bird, all due to a typo at the department's end. Thankfully, that's now all behind him, and he'll soon be burbling the fuel-injected 390ci FE-powered ride along the Radelaide cruise routes

03



STICKTHIS
PACEMAKER

04


01

car on entry, not to mention an indoor jumping castle. "We gave away over 1800 Hot Wheels cars. That's the most we've ever done; I have no cars left!" Geoff laughed. "Plenty of kids is good for the sport."

Geof reckoned the 2022 running of the event was a success, with a lot of positive feedback. "We had over 200 indoor entries – we need a bigger hall! I had to knock cars back two months out," he said. "Spectator-wise, it was about the same as the last show – 5000 or so."

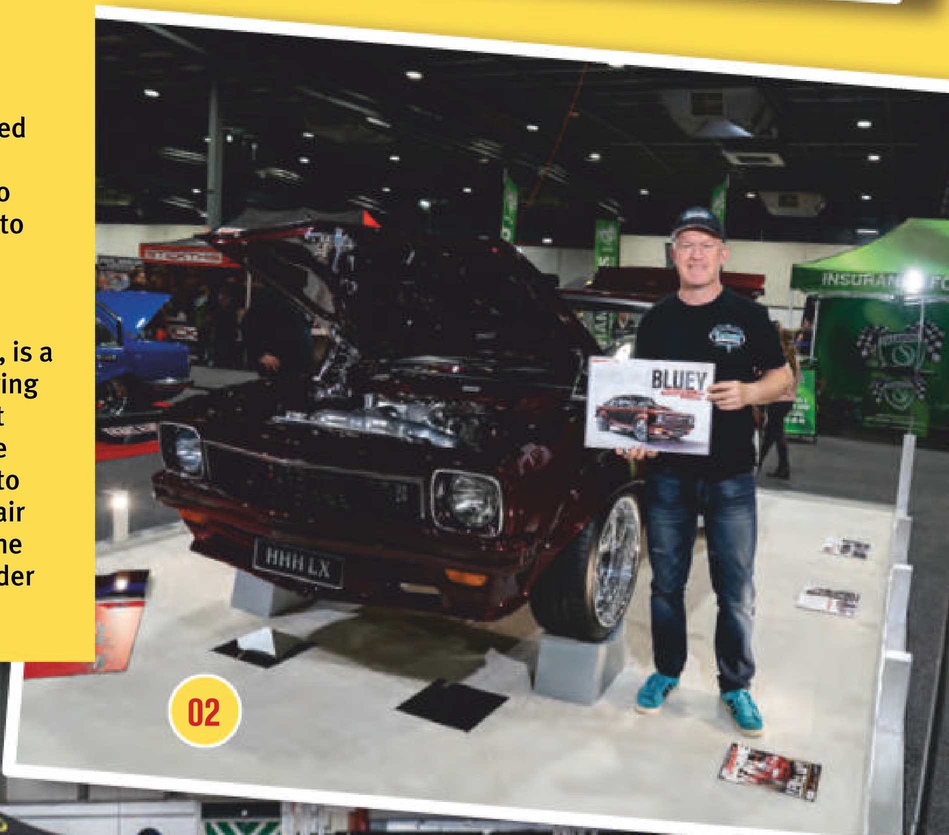
While potentially event-harming issues seem to be thrown Geof's way year after year, he's not ready to roll over just yet, and the Adelaide Auto Expo will be back in 2023. "Next year's date is 17-18 November," he said. "If I can get the extra room, we'll have an Adelaide EV Expo, an Extreme 4x4 Expo, and an 'Icons of Adelaide' display too."

One thing's for sure: we'll be keen as mustard to check it out.

01: Scott Dohnt's in-the-build EK ute flew the custom flag at the expo. Features include a 3in chop, heavily customised one-piece front end with frenched headlights, and Mini bumpers. A thongslapper backed by a Trimatic and Borgy diff will be the EK's motivation

02: It was awesome to see Adrian Haynes's LX Torry (*SM*, Dec '22) up close, especially considering it was touch-and-go whether the car would make it to the event, with Adrian having a hard time traversing Australia's flood-ravaged and potholed roads. "We couldn't get through from Hay, so had to go down to Bendigo and then across to Adelaide," he said

03: Craig McKenzie and Kristie Cooper's risqué Hyundai, SQIZME, is a blast from the past. After discovering the ex-Auto Salon competitor shot up in a paddock, Craig brought the outrageous noughties build back to life – naked spunks and all. The pair also scored Top Custom Paint in the bike class for their très-cool lowrider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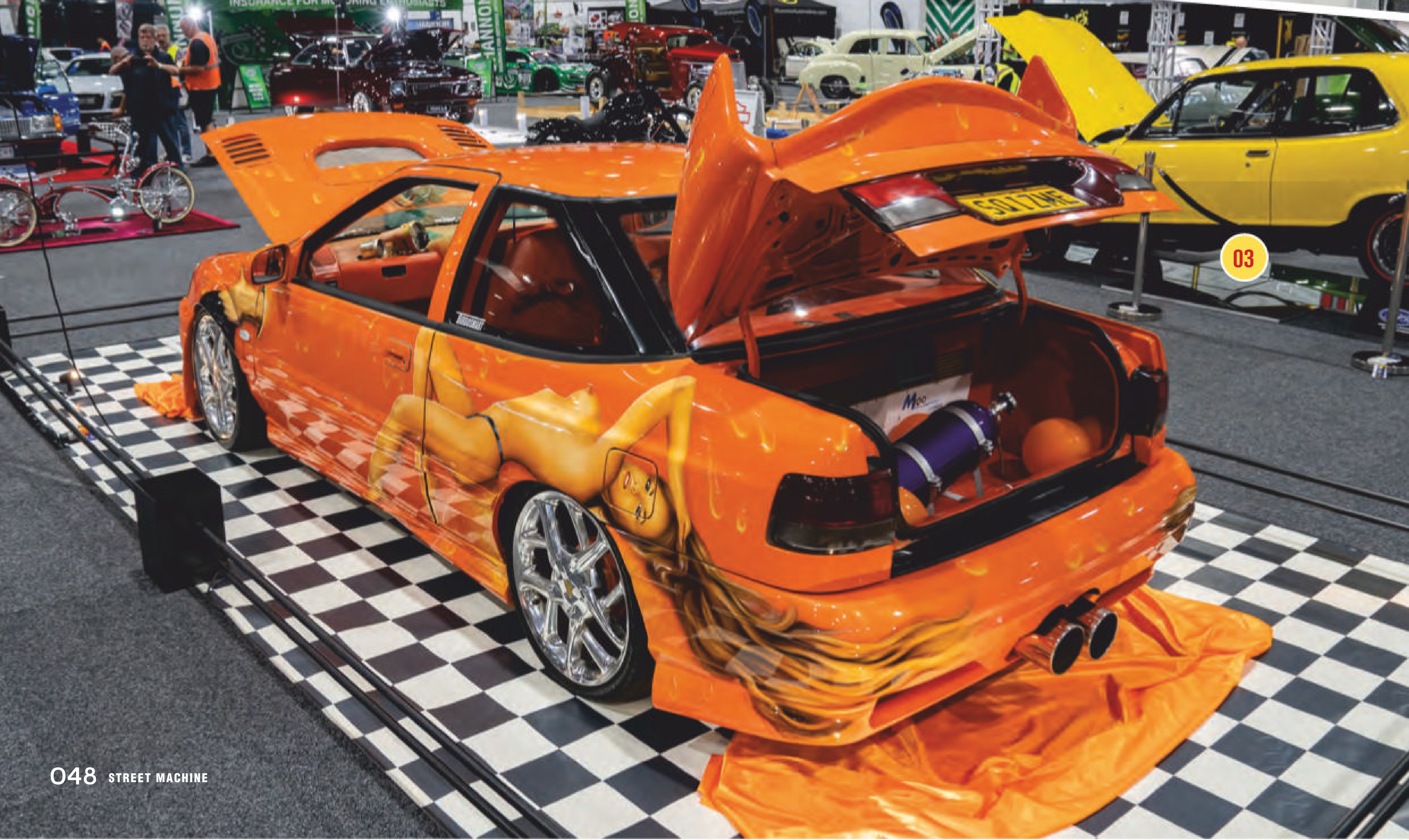
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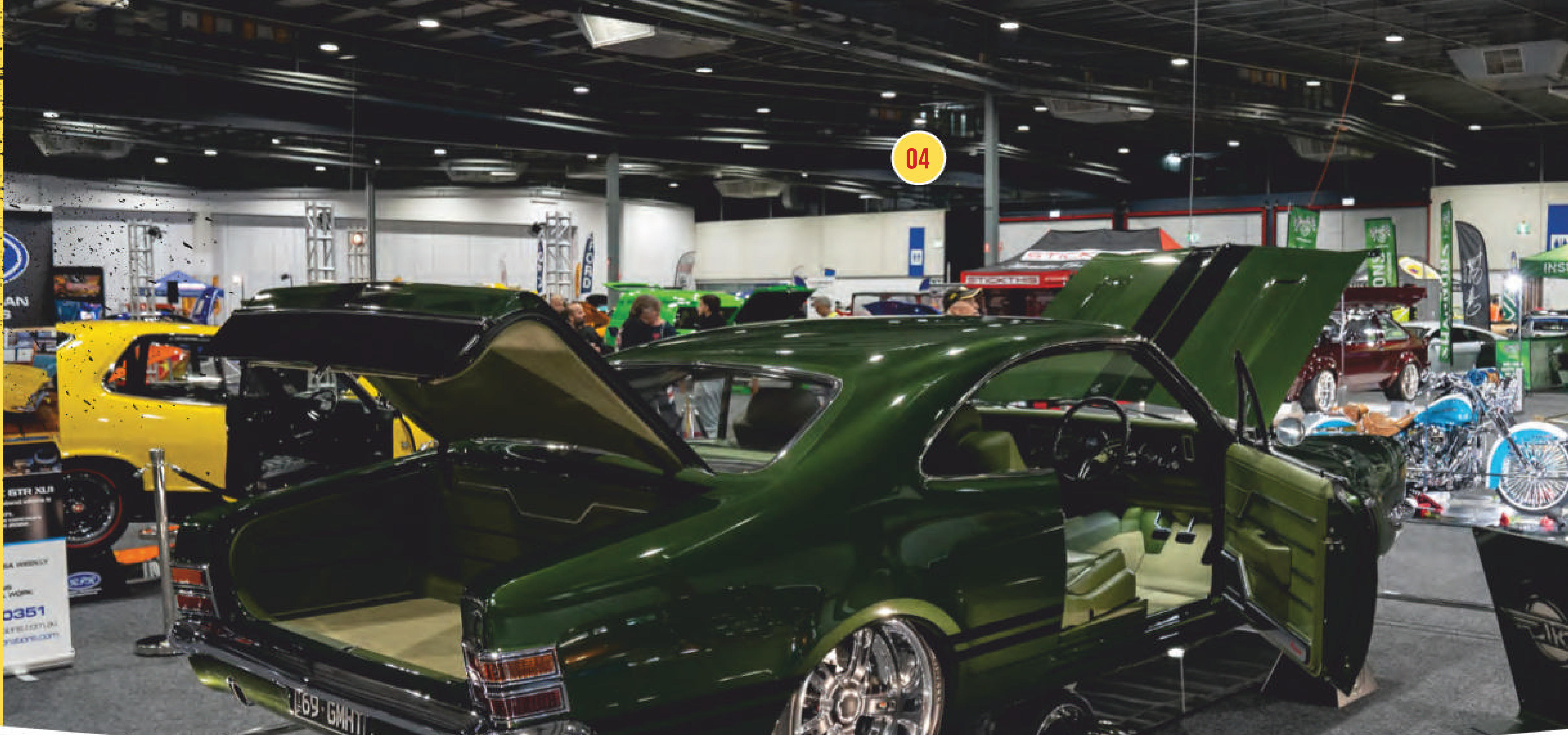
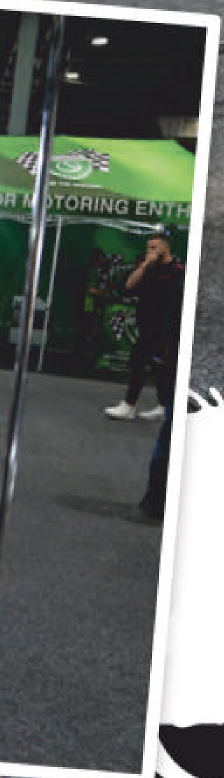
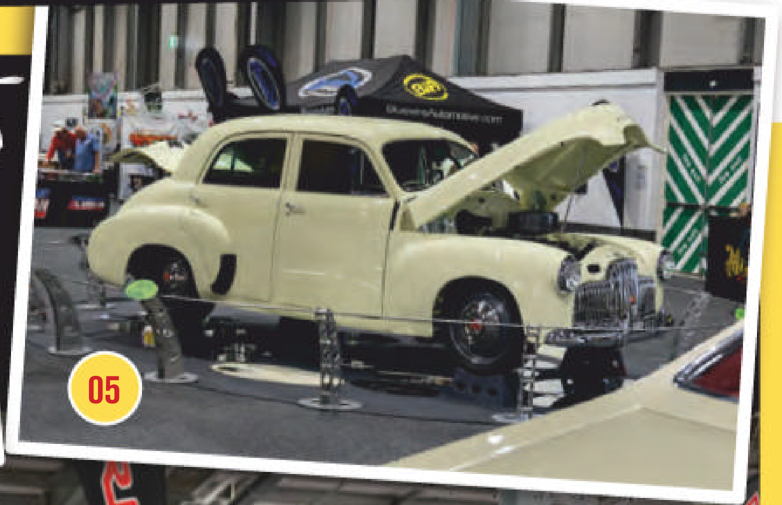
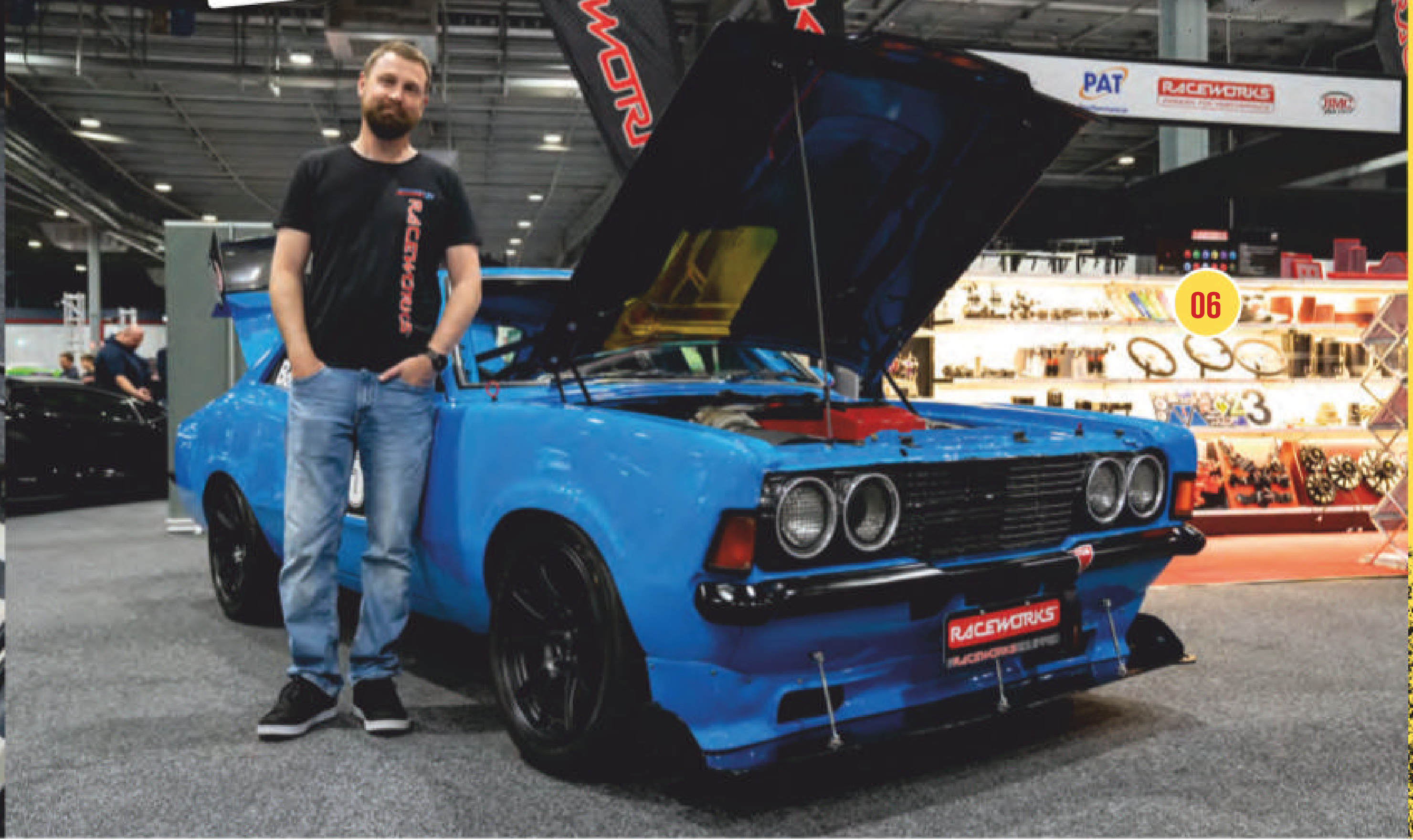




WE HAD OVER 200 INDOOR ENTRIES – WE NEED A BIGGER HALL! I HAD TO KNOCK CARS BACK TWO MONTHS OUT

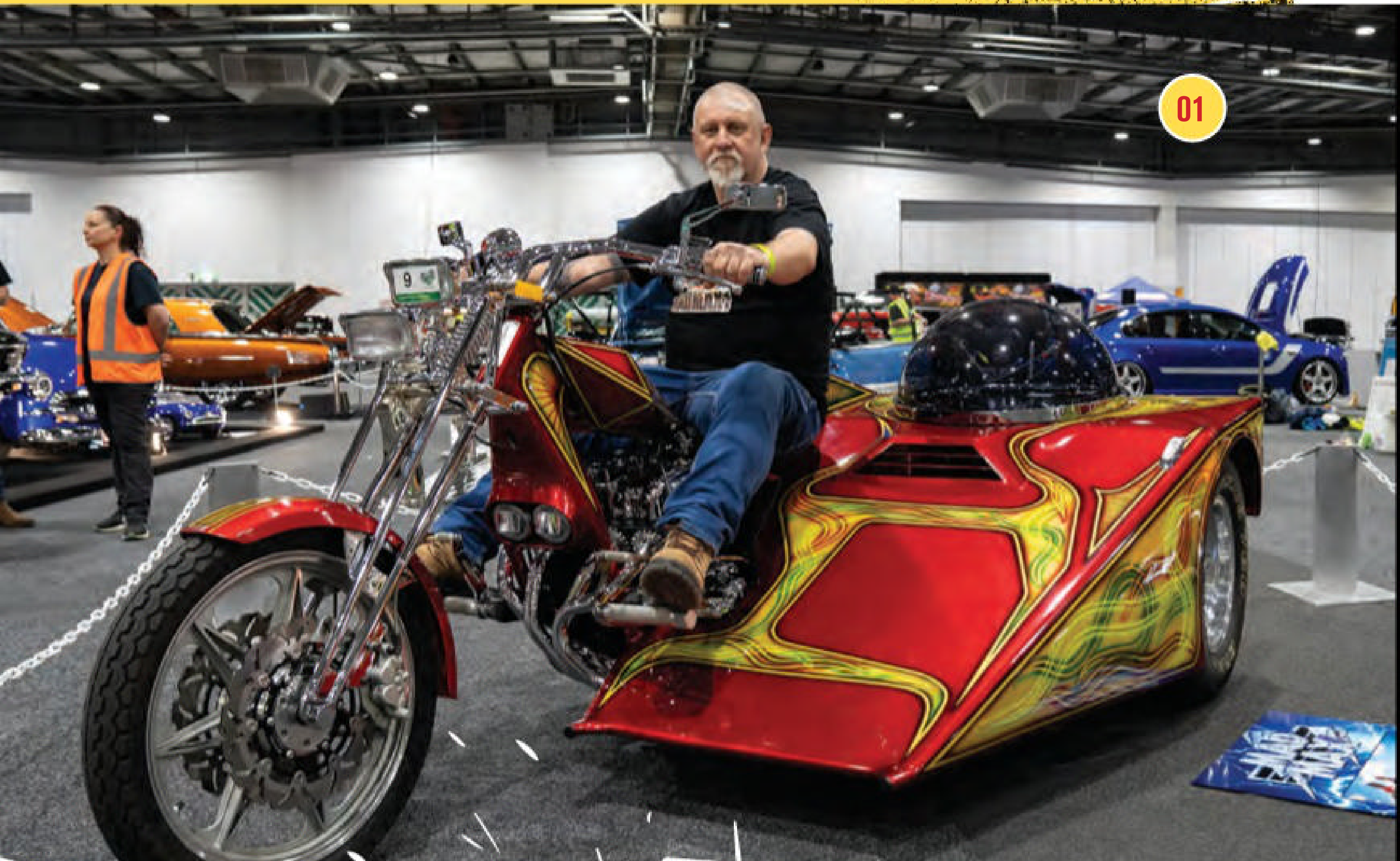


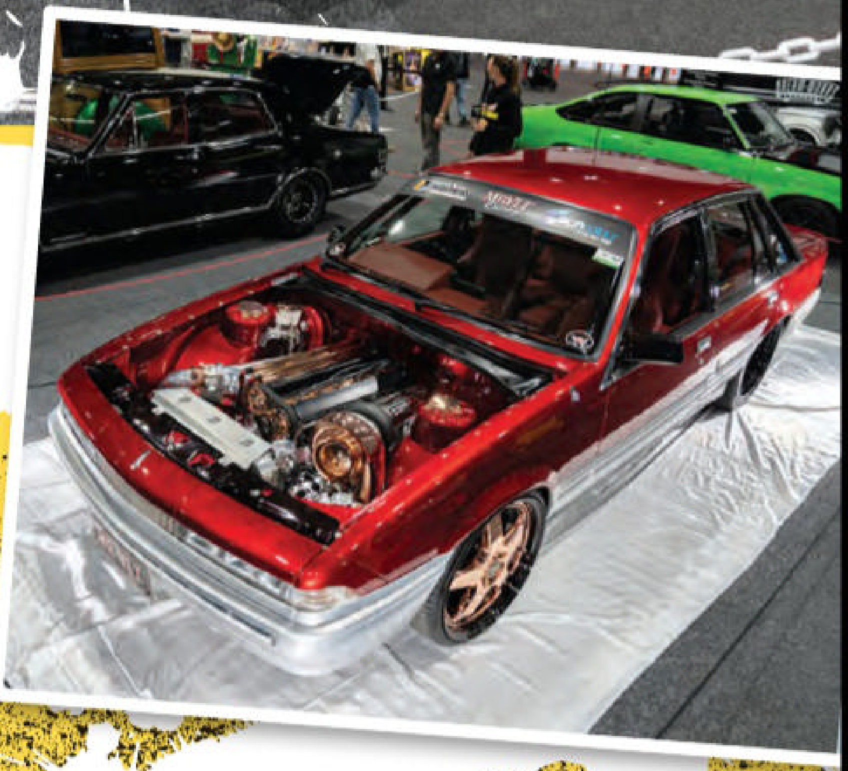


04: A testament to Down Town Kustoms' build quality, Dean Rickard's immaculate HT Monaro (*SM*, Jan '21) headed back to Victoria from Adelaide with a raft of Elite awards, including Top Five, Top Interior & Rear Compartment, Top Body, Top Paint and a Meguiar's MotorEx invitation

05: Perhaps the most well-executed sleeper in the pavilion was the understated yet completely customised Deluxe Rod Shop-built 48-215 of Kevin and Margaret Baird. While the FX packs stout upgrades throughout, the uninitiated could be forgiven for not easily picking all the mods, thanks to the efforts made to retain a factory feel

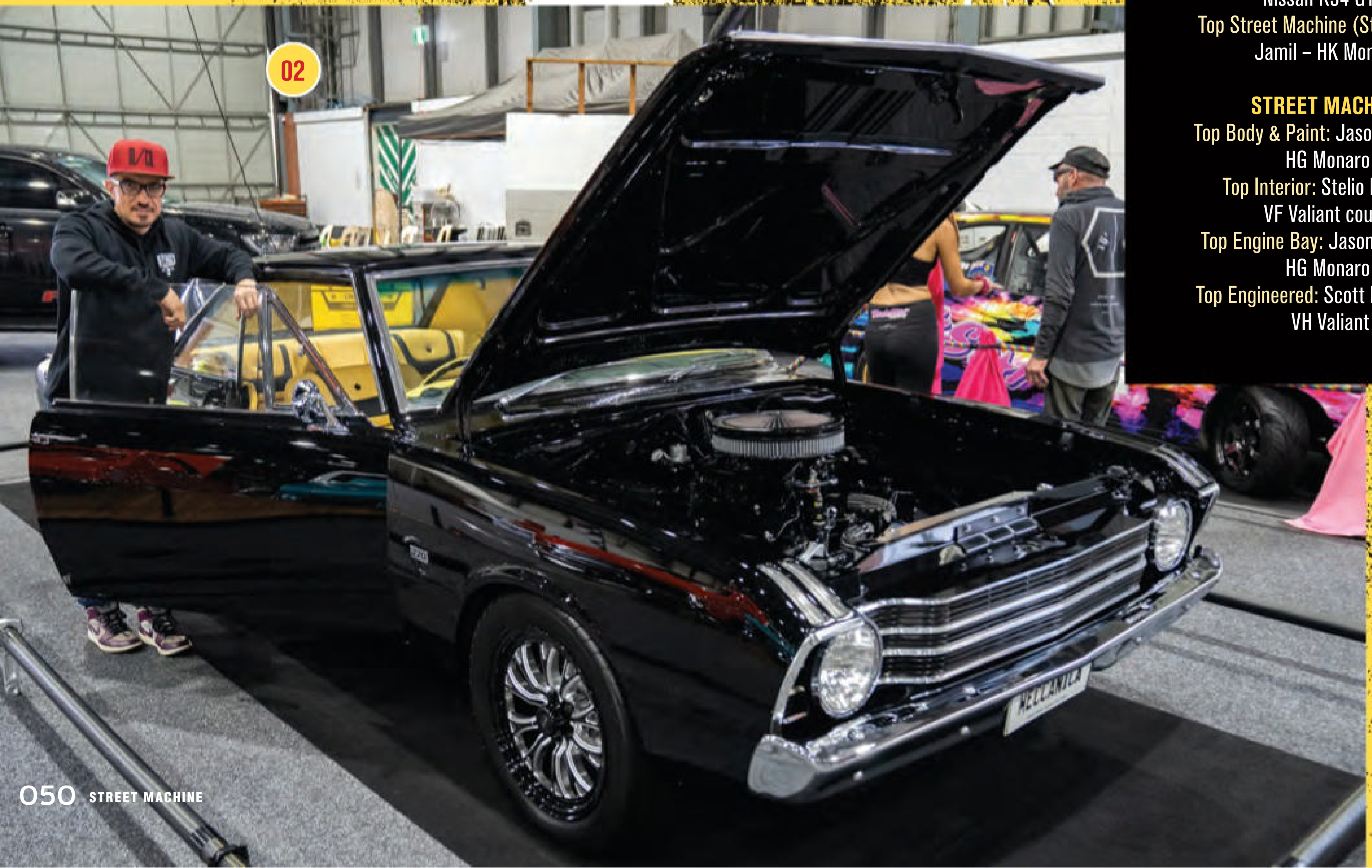
06: Greg Bowden's Barra-powered TC Cortina is a roundy-track weapon. "I'm giving the big expensive cars a run for their money – it has 416rwrW with only 1250kg," Greg said. He built the lot himself, wedging all the goodies from a low-kay 2006 Lowndes XR6 ute into the TC to produce a robust racer





01: "I owned the original bike back in 1992, but I had to sell it," explained Alex 'Three Legs' of his wild bubbletop *Mad Max* Cyclotron tribute. "The original Cyclotron is in Sydney, but you never see it. So I built another and tracked down Nick Venardis, who painted the original one. This isn't an exact replica – I feel there should only be one – plus this is road-legal in SA"

02: Stelio Birbas debuted his razor-sharp VF Valiant coupe, which was 25 years in the making. He bought the Val when he was 16 years old, and what was meant to be a quick freshen-up turned into an ultimate makeover with tubs, paint, leather interior and a 410ci stroker with all the fruit



Awards

MEGUIAR'S MOTOREX SUPERSTARS INVITEES
Rob De Sciscio – LC Torana GTR
Adrian Haynes – LX Torana
Brian Imlach – 1934 Chevrolet
Dean Rickard – HT Monaro

ELITE TOP FIVE
Brian Imlach – 1934 Chevrolet
Dean Rickard – HT Monaro
Joe Esposito – 1968 Chevrolet Camaro
Rob De Sciscio – LC Torana GTR
Adrian Haynes – LX Torana

ELITE CAR OF SHOW
Brian Imlach – 1934 Chevrolet

TUFF STREET
Top Engineered: Frank Russo – VC Commodore
Toughest: Frank Russo – VC Commodore
Top Innovation: Jason Waye – Ford Mustang
Fat Ass: Jamil – HK Monaro
Promoter's Choice: Pep Minutolo – HG Monaro
Ultimate Sleeper: Vinnie Pratico – HK Premier

STREET ELITE
Top Interior & Rear Compartment: Jason Ackland – HX Sandman
Top Engine Bay & Components: Jamil – HK Monaro
Top Undercarriage & Driveline: Jamil – HK Monaro
Top Body: Ross Almond – HX Sandman
Top Paint: Alan Robson – XA coupe
Top Innovation & Engineering: Chris Borg – FJ ute
Top Display & Impact: Jason Ackland – HX Sandman
Top Hi-Tech: Reubens – Nissan R34 GT-R
Top Street Machine (Street Elite): Jamil – HK Monaro

STREET MACHINE
Top Body & Paint: Jason Rasmus – HG Monaro
Top Interior: Stelio Birbas – VF Valiant coupe
Top Engine Bay: Jason Rasmus – HG Monaro
Top Engineered: Scott Lawrence – VH Valiant

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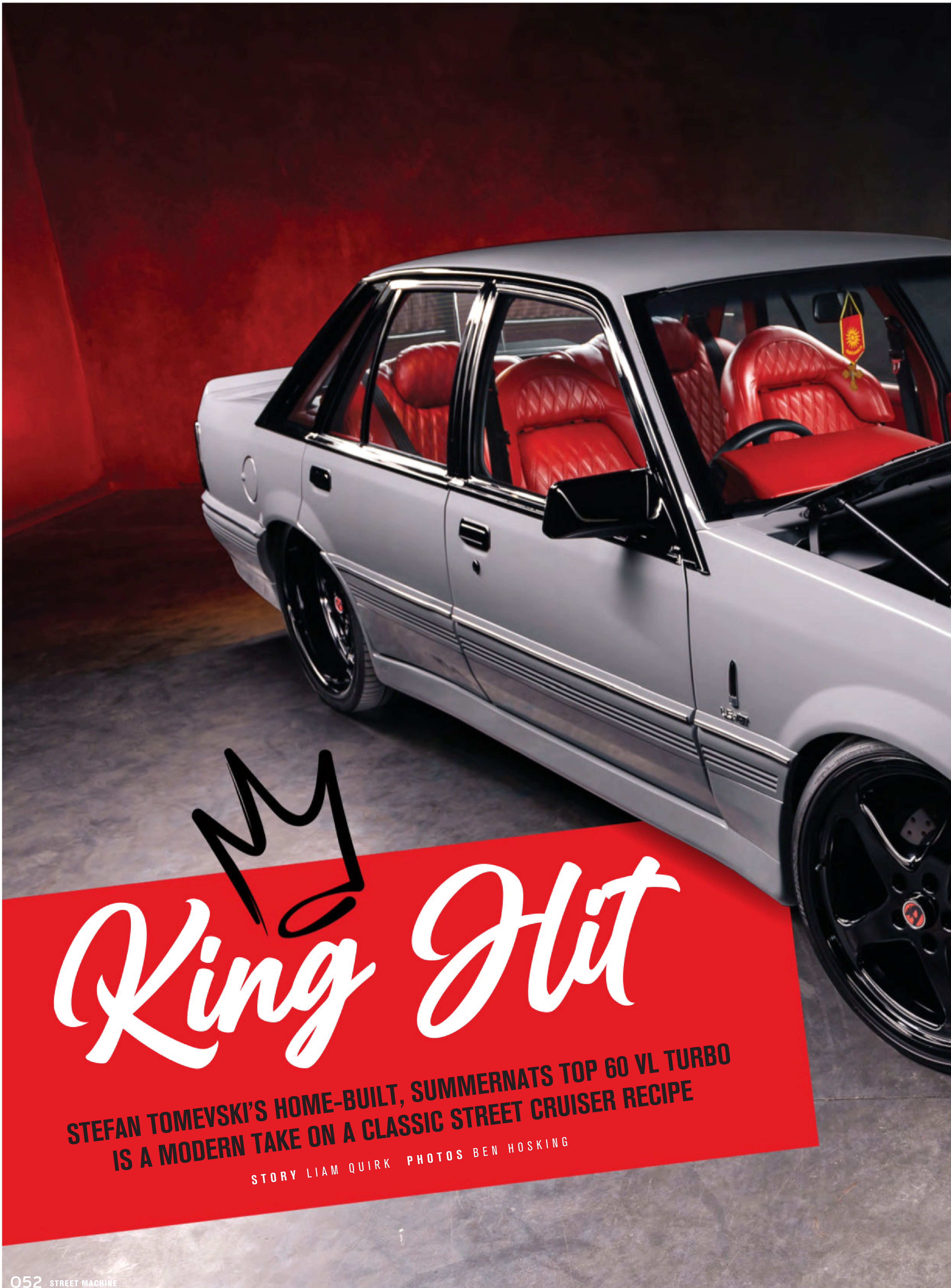


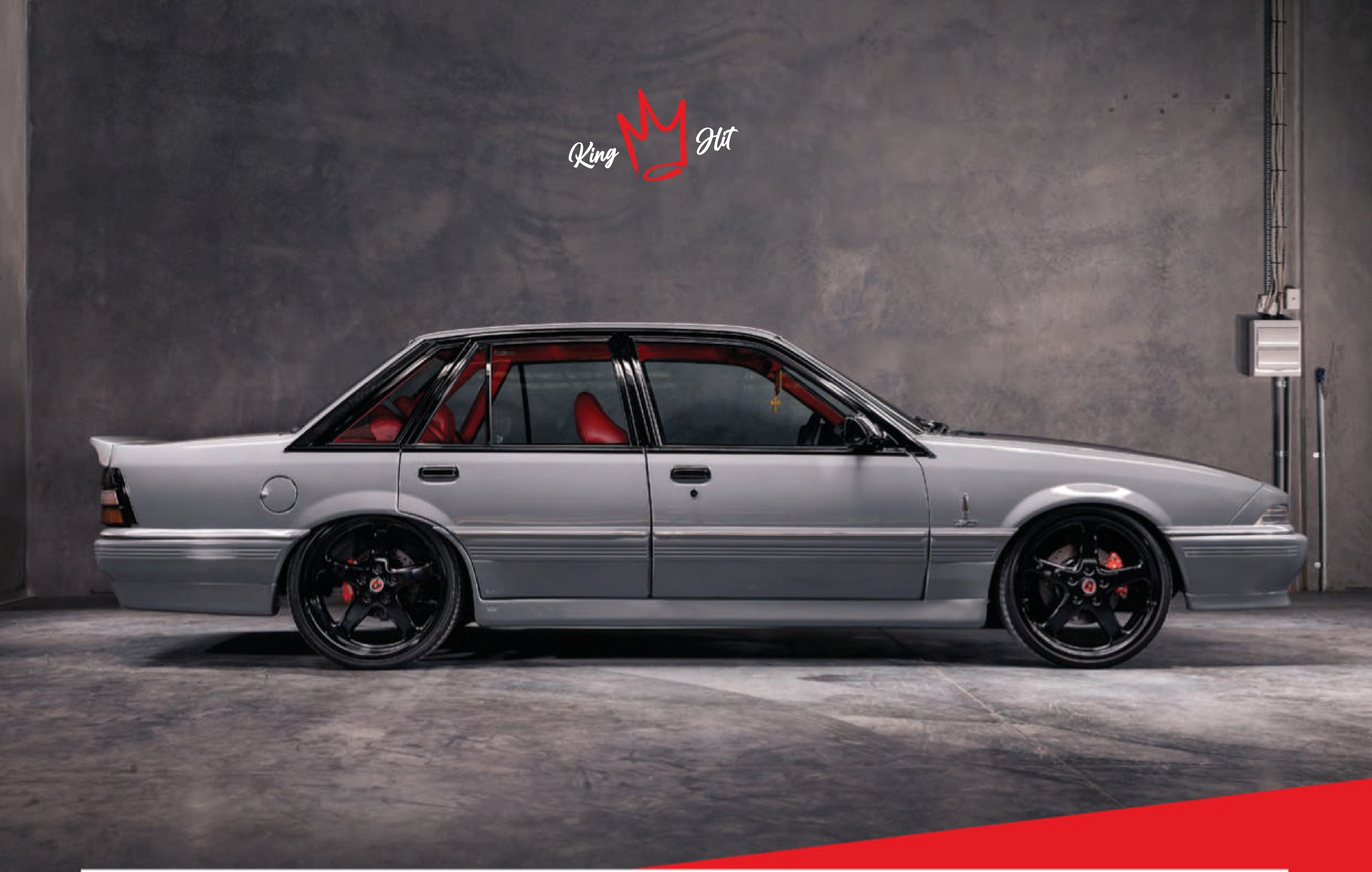
King Hit

STEFAN TOMEVSKI'S HOME-BUILT, SUMMERNATS TOP 60 VL TURBO IS A MODERN TAKE ON A CLASSIC STREET CRUISER RECIPE

STORY LIAM QUIRK **PHOTOS** BEN HOSKING

NSW
THEKNG

King Hit



ASELF-confessed rotary tragic, Stefan Tomevski's something of an anomaly in Wollongong, New South Wales's unofficial VL Commodore capital. So does the striking Nardo Grey-painted VL you see on these pages mean he's given up the chook-cookers to join his Holden-loving brethren? Yes and no.

"I'm actually building an RX-3 that I've owned for a while, but I've had a few VLs over the years as well," Stefan explains. "My dad Cane has operated a motor-trimming business from the family home for 35 years, so we've always had a wide variety of cars coming and going from the house – everything from nut-and-bolt restos on Suzuki Mighty Boys to full-chassis drag cars, and everything in between."

From the outset, Stefan's vision for the car centred around a complementary three-colour scheme: Nardo Grey, black and red. It's such a harmonious combo that it makes us wonder why it hasn't been done before.

To that end, the initial gameplan involved a quick respray in Nardo Grey, a bright red trim job courtesy of Cane, and the usual VL mods to make this thing a neat street car. But it turns out Cane's such a dab hand on the sewing machine that Stefan realised he needed to aim higher. "I was originally going to do a factory-style trim in VL Calais Madeira Red material, but I picked up a set of VZ ClubSport seats, and once I saw how good Dad made them look with his trim, I knew I was in trouble!" he laughs.

ASIDE FROM BEING IMPECCABLY DETAILED, THE TURBO RB30 IS NO SLOUCH, WITH OVER 500RWHP ON TAP WITH A RELATIVELY TAME 22PSI OF BOOST

Purchased on the eve of a spate of lockdowns and travel restrictions due to the pandemic, Stefan's VL has had to wait quite a while for its eventual moment in the sun at *Street Machine* Summernats 34.

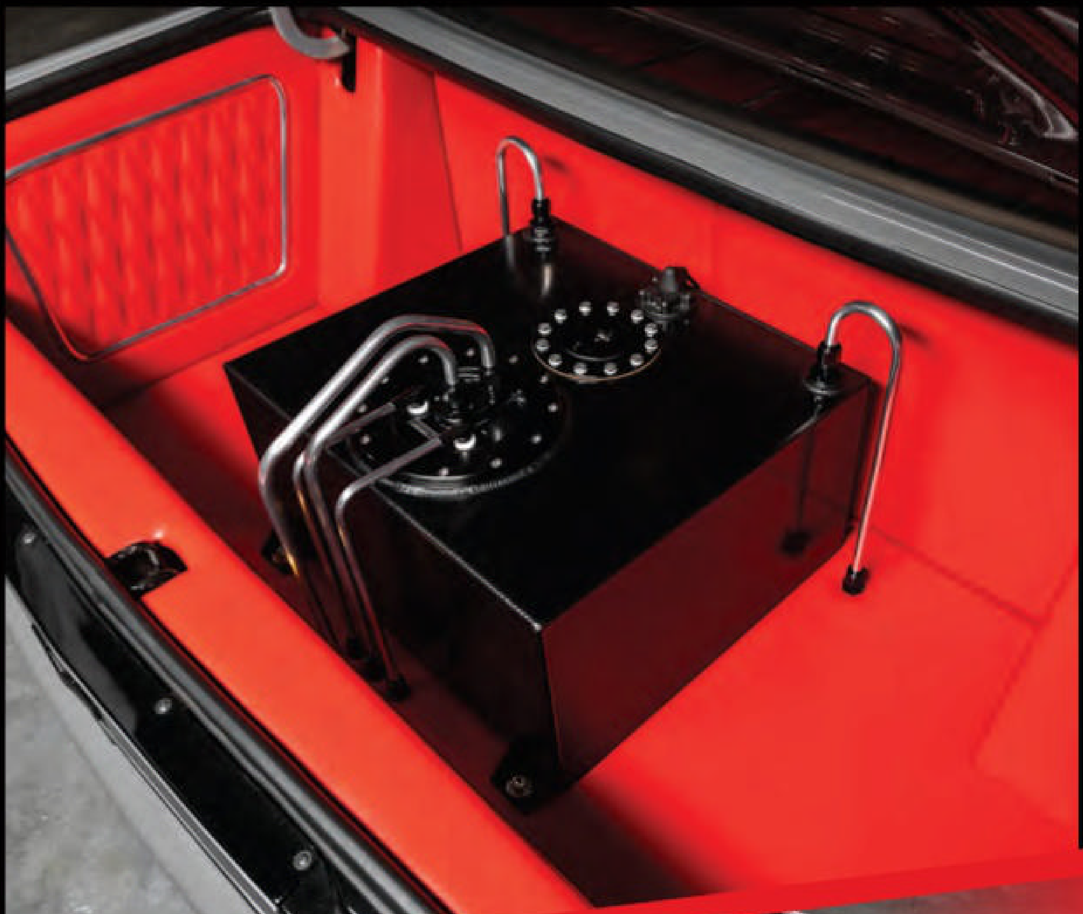
"I'd purchased a one-owner VL Berlina from an elderly couple in my area. It had the original sale documents and everything," Stefan says. "The more I looked at that totally original car though, *[the more]* I just couldn't bring myself to destroy it. Luckily, a mate needed to sell his VL Calais replica, which ultimately became the base for this build."

Stefan got the car home to the family carport just before COVID hit, and it rarely left for the duration of the build, with Stefan and dad Cane handling most of the work themselves.

With Cane and Stefan studiously hand-crafting the custom interior pieces and wrapping every single piece in red vinyl, the rolling shell was stripped down and prepped for paint before being dressed up with an HDT LE bodykit.

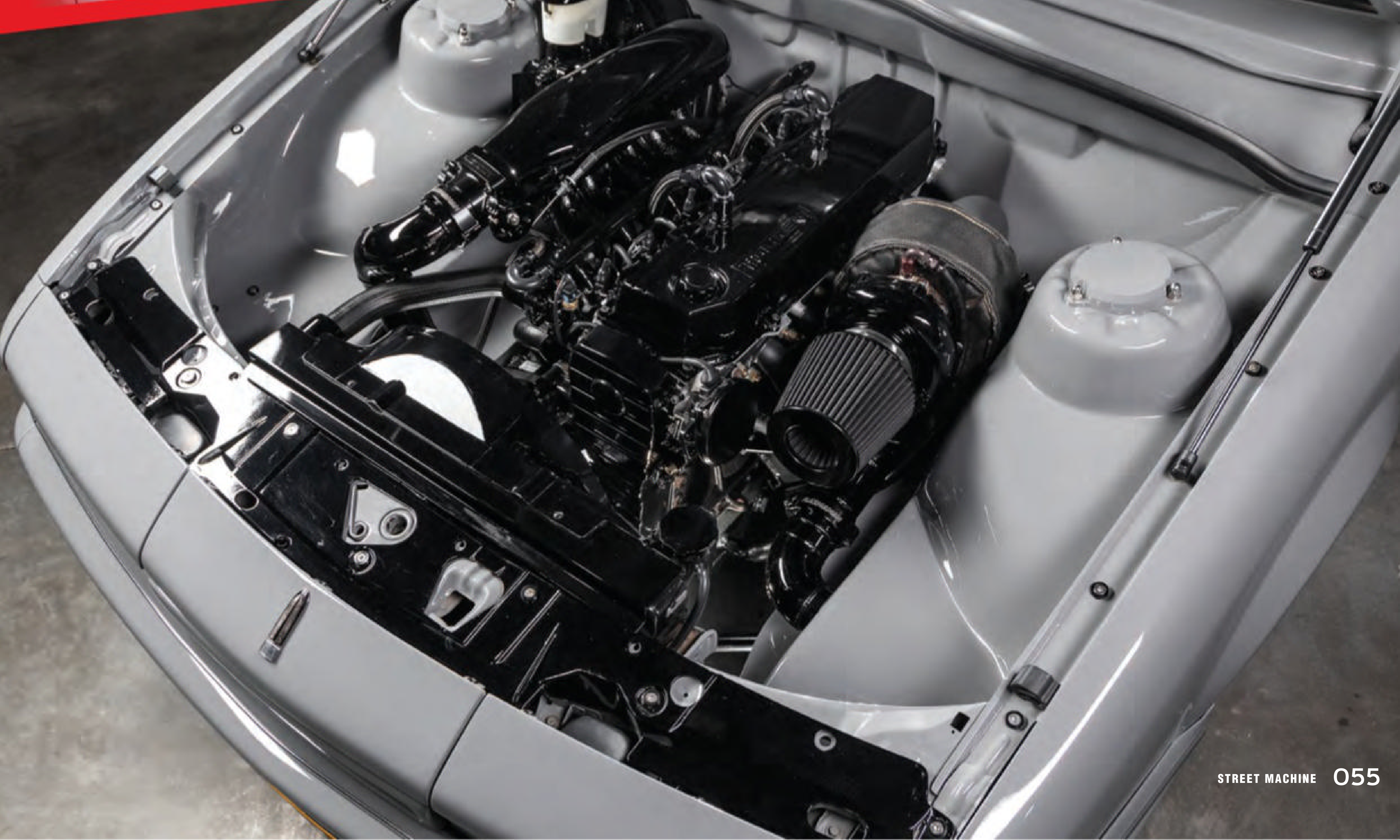
"I'd always wanted to do an HDT tribute, and in my opinion, the LE kit is the only way that the VLs look good in a single colour," Stefan explains.

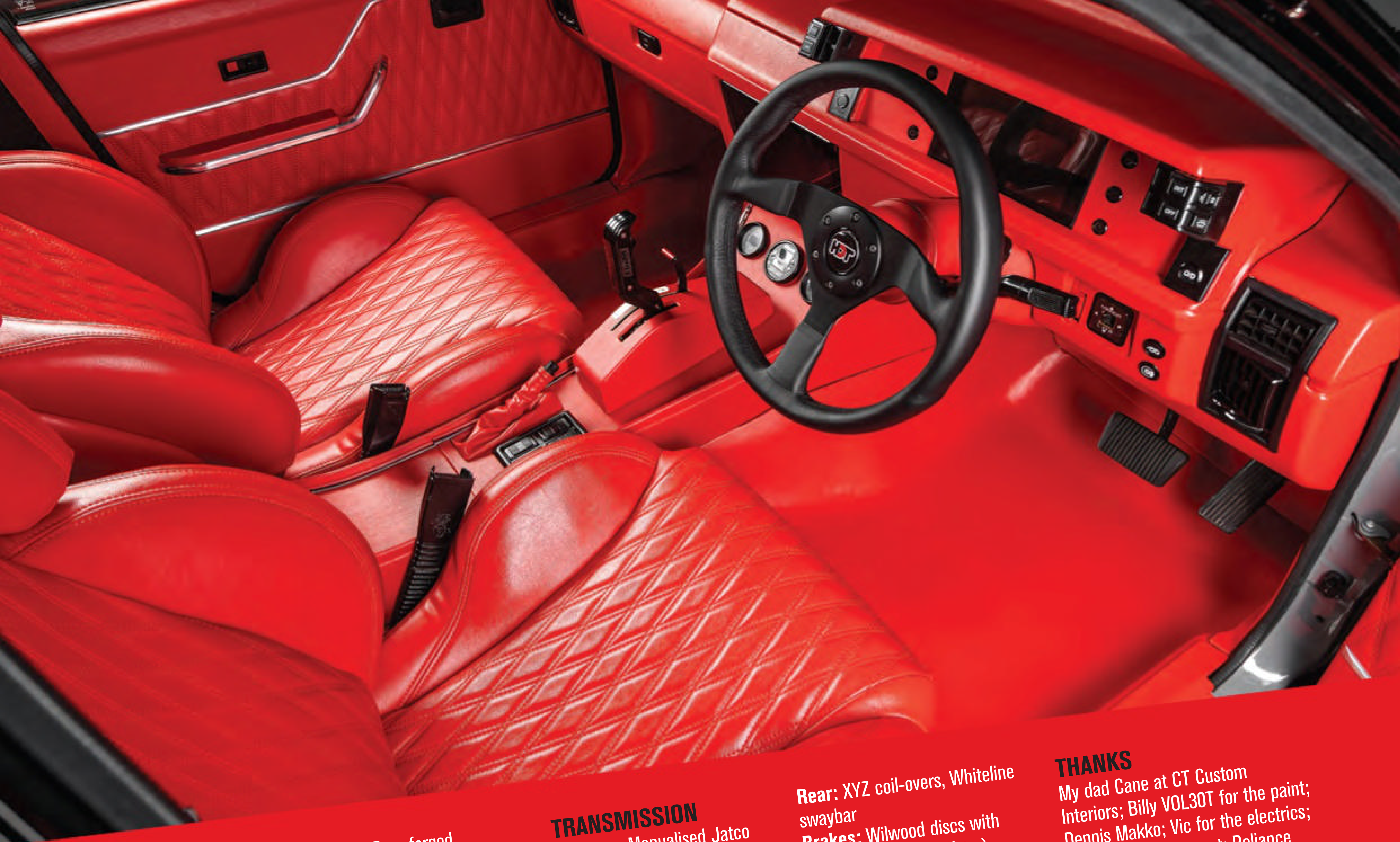
The VL's engine bay boasts Nissan's notorious RB30 3.0-litre six-cylinder. Aside from being impeccably detailed, the mill is no slouch, with over 500rwhp on tap with a relatively tame 22psi of boost. That power to gets to the ground via a KEAS-built Jatco auto and a decent stall. It all adds up to a bucketload of fun for a dedicated street car.



ENGINE BAY: The engine bay respects the VL's original styling but with added modern conveniences. For example, the factory distributor has been turfed in favour of a six-coil ignition set-up, powered by the MicroTech computer. Everything else in the bay has been shaved or relocated; in fact, the alternator is the only accessory remaining on the front of the engine

BOOT: The neatly panelled boot hides things like the battery and the Astra electric power steering pump. Positioned in the middle is the 50L fuel cell, which has been plumbed in perfect symmetry. The pump's power wires run in the smaller hardlines – a neat touch that indicates Stefan's attention to detail





STEFAN TOMEVSKI 1986 HOLDEN VL COMMODORE

Paint: Nardo Grey

ENGINE

Brand: Nissan RB30
Induction: Plazmaman plenum, front-mount intercooler
Turbo: Precision 6466
Head: Ported and polished
Camshaft: Custom
Conrods: Spool
Pistons: Ross forged
Crank: Standard
Oil pump: Standard
Fuel system: Walbro 535 fuel pump, Bosch 1650cc injectors
Management: MicroTech LT16C
Cooling: Brass-core VL Turbo radiator, clutch fan
Exhaust: 6boost turbo manifold, 3.5in dump pipe, 3in exhaust
Ignition: Bosch coil packs, ICE leads

TRANSMISSION

Gearbox: Manualised Jatco four-speed
Converter: TCE 3200rpm, TCI billet flexplate
Diff: BorgWarner housing, 3.9:1 gears, 28-spline billet axles, Eaton Truetrac

SUSPENSION & BRAKES

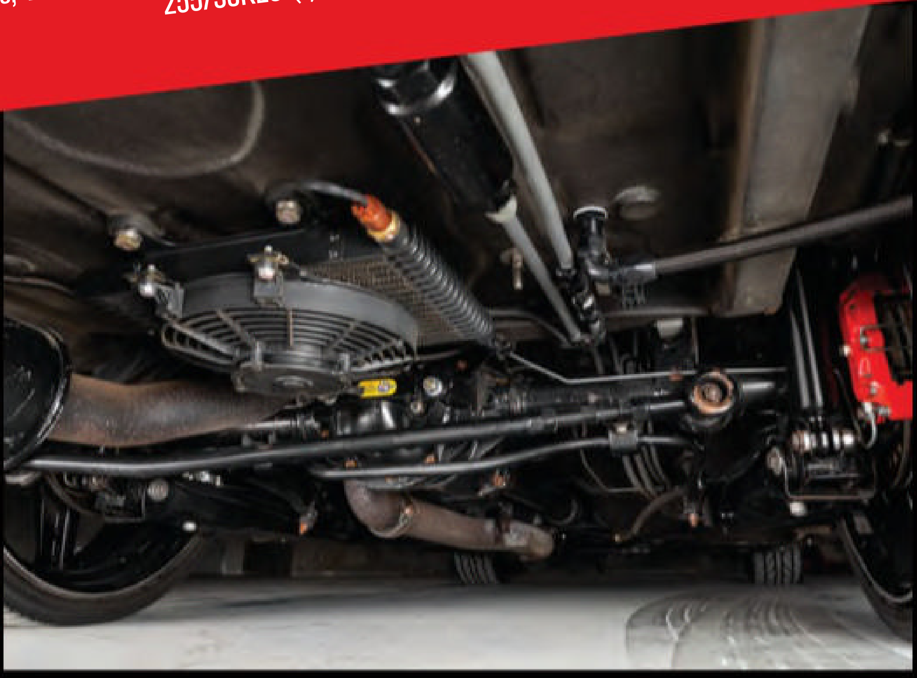
Front: XYZ coil-overs, Whiteline sway-bar
Rear: XYZ coil-overs, Whiteline swaybar
Brakes: Wilwood discs with four-piston calipers (f & r)
Master cylinder: VZ Commodore

WHEELS & TYRES

Rims: Walky Wheels; 20x8.5 (f), 20x9.5 (r)
Rubber: Hankook 225/30R20 (f), Winrun 255/30R20 (r)

THANKS

My dad Cane at CT Custom Interiors; Billy VOL30T for the paint; Dennis Makko; Vic for the electrics; Paul at IES Motorsport; Reliance Brakes; Kon at Diff Technics, Kon at Wollongong Automotive Services; GameOn Motorsports; Precision Suspension & Automotive; Nik Poriotis for the fabrication; all my other friends and family who were involved in the build, especially my partner Ally, who helped immensely



INTERIOR: The interior trim is the hero of THEKNG. Every surface has been painstakingly wrapped in red vinyl, including the dozens of plastic pieces that make up the factory dash. A genuine HDT Momo steering wheel complements the car's HDT bodykit, while additions like the custom full-length centre console, billet armrests and moulded fibreglass floor are tasteful custom additions

WHEELS: The larger Walkinshaw-style wheels suit the 'factory improved' style of the build, and measure 20x9.5 on the rear. Wilwood brakes on all four corners are plumbed back to a VZ Commodore booster and master in the engine bay

For reliability's sake, the RB30's notoriously fragile cam tunnel was reinforced before a custom-ground cam was slotted into the worked head, matched with a forged bottom end. Stefan's good friend and engine builder Dennis Makko bolted up a Plazmaman plenum on the cold side and a Precision 6466 on the hot side, suspended by an Aussie-made 6boost manifold.

Underneath, the car is incredibly simple. The four-speed auto fronts a shortened BorgWarner rear end, a diff that's plenty strong enough for this power level. As Stefan was keen to unveil the VL at Summernats, the undercarriage is neatly plumbed with stainless-steel hardlines for the fuel system and a remote-mounted Astra power steering pump, and has been coated in black stoneguard for a presentable yet practical finish.

With the car freshly painted and 500hp of boosted RB waiting to wreak havoc on Wollongong, the Tomevskis set about refitting the trim. VZ Clubby seats take pride of place up front, while a Powertune digital dash in a customised VL dash cluster sits behind a Momo HDT steering wheel. Neatly integrated into the dash, an iPad controls the car's wireless speakers and offers modern luxuries like GPS – a gigantic leap forward from the single-DIN head unit and manual air con controls that would have otherwise filled the space.

The quality abounding in the cabin continues into the boot, where extensive panelling hides unsightly necessities like the battery and electric power steering. Taking pride of place on the boot floor is a fuel cell nursing 50 litres of E85; inside is a single Walbro pump, with both its wiring and plumbing done in matching stainless hardlines.

Stefan managed to get the VL buttoned up in time for its Summernats 34 debut – no easy feat given the difficulties imposed by travel restrictions, supply chain disruptions and other pandemic-related delays during the course of the build. It makes him even more proud that most of the work was done at home.

"One of the only times the car left the carport at home was to head to my partner Ally's house," Stefan explains. "She comes from a racing family, and they've got a great workshop at their house with hoists, which made the suspension and undercarriage work possible. Despite COVID-related travel restrictions, I could still head there and work on the car."

How did Stefan feel when he could finally show off all his hard work at the 'Nats? "Actually getting the car to Summernats was surreal, to be honest," he laughs. "But it was worth it. The car displayed amazingly, and everyone's feedback was so positive.

"It even made the gallery of photos on the *Street Machine* website, so to now have the car featured in the magazine is the icing on the cake!"

I WAS GOING TO DO FACTORY-STYLE TRIM IN VL CALAIS MADEIRA RED, BUT ONCE I SAW HOW GOOD DAD MADE THE SEATS LOOK WITH HIS TRIM, I KNEW I WAS IN TROUBLE!

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THEKNG
turbo

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SEAN ANTHONY'S FULL-FAT, STREET-DRIVEN TURBO-BARRA XD BOASTS A BRACE OF SEVEN-SECOND TIMESLIPS

DANDY ENGINES

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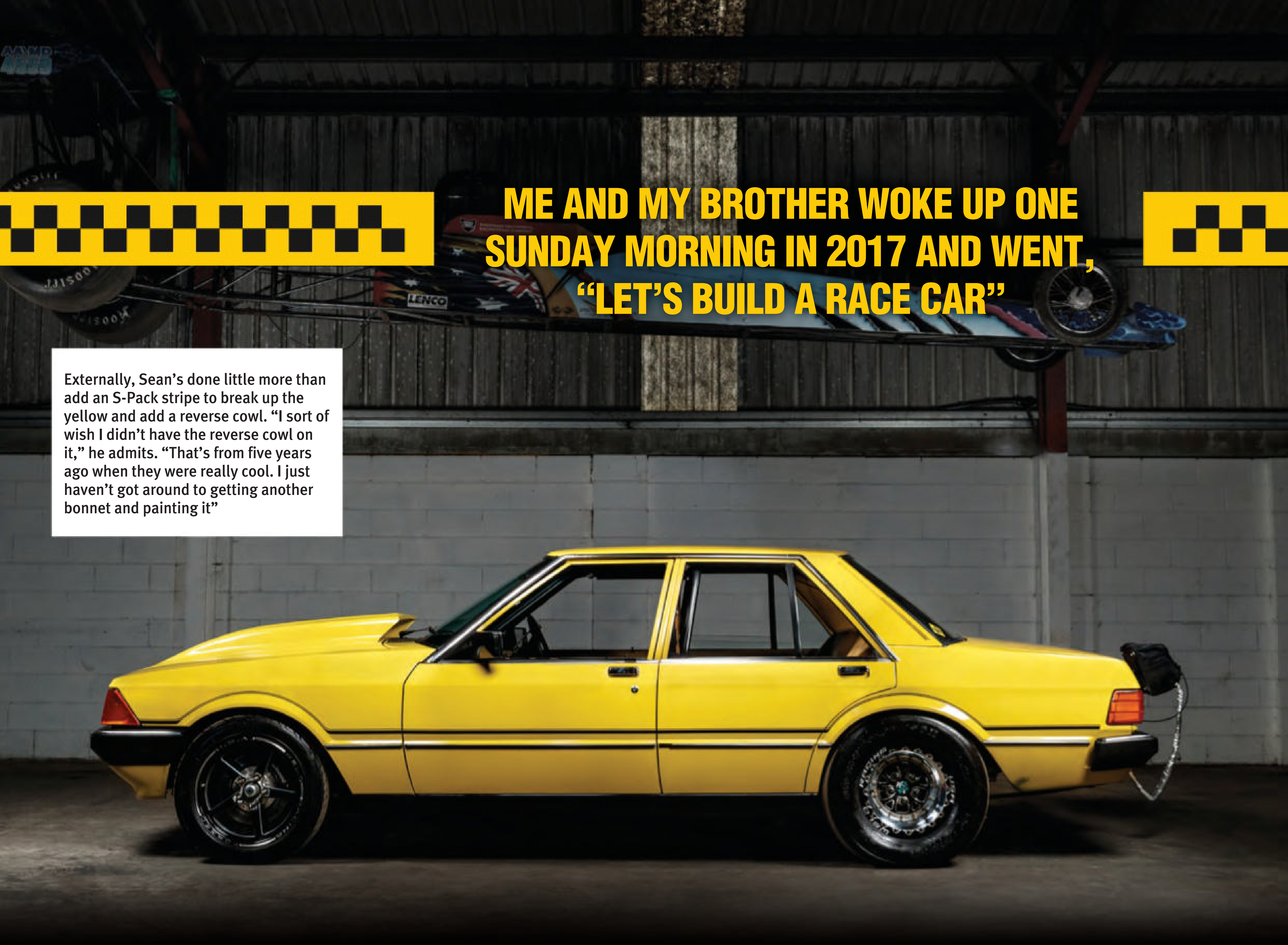
VICTORIA

CAB CHARGE

STORY JACK HOULIHAN **PHOTOS** SHAUN TANNER



ME AND MY BROTHER WOKE UP ONE SUNDAY MORNING IN 2017 AND WENT, "LET'S BUILD A RACE CAR"

Externally, Sean's done little more than add an S-Pack stripe to break up the yellow and add a reverse cowl. "I sort of wish I didn't have the reverse cowl on it," he admits. "That's from five years ago when they were really cool. I just haven't got around to getting another bonnet and painting it"

IT'S BECOMING abundantly clear that sevens are the new eights in the street-car scene, as Australia's quickest streeters continually up the ante. Sean Anthony's 1500rwhp XD Falcon is one of the newest members of the club, knocking out blistering timeslips at the ragged edge of Barra development.

The XD began as a spur-of-the-moment thing. "Me and my brother woke up one Sunday morning in 2017 and went, 'Let's build a race car,'" he says. "We couldn't afford an XW or XY, so the next best thing was an XD Falcon. We went on Gumtree and found this car for sale in Canberra, about two ads down. The thing was insane; it had not one ding or bit of rust."

While they'd found the perfect specimen, actually clinching it proved trickier. "The guy who owned it was 87 years old. He'd had it from brand new, but he'd gone deaf, so I had to speak to his son," Sean explains. "The son went, 'Dad told me if you're another hot rod guy, you can't buy it!' I had to lie and say my dad owned a yellow XD when he was young, and that I was buying it for him! I felt a bit guilty. I was always going to send him a photo, but I thought I'd better not because he'd probably die!"

Egged on by good mate and seven-second Cortina racer Corey Benning, Sean first had Glenn Wells screw together a more modest Barra with a Precision 91mm snail. The combo was good for 1300rwhp and sent the XD to an 8.80, but Sean was hungry for more, so in 2021 he turned to Frank Marchese of Dandy Engines.

"It's not that Glenn wasn't up to the task," Sean clarifies. "Dandy Engines just seemed like that one-stop shop. We went to Dandy Engines to do one thing, and that was to run a seven-second pass. "Frank's words were: 'You use my engine, my ECU, my tune, my guy's gearbox and converter, and I will never stop giving you support.'"

Frank took on Corey's Cortina and Josh Tuskin's XW at the same time as his first in-car Barra projects. "The XD became a guinea pig," Sean says. "He loves it because we're not scared to blow it up!"

The XD's mill is built around a Nitto 3.8-litre crank swinging Nitto rods and CP ceramic-coated pistons in a partially grout-filled block. The stock head features port work and oversized valves, with custom cams by Dyno-mite Performance. On the intake side, there's a Plazmaman twin-rail plenum, 90mm throttlebody and 12 2700cc injectors, which insert copious amounts of E85 supplied by a Waterman pump. In turn, it's lit up with a set of R35 GTR coils, and managed by a FuelTech FT600 set up by Nathaniel Ardern. A Garrett G55 98mm unit does the heavy lifting on a stainless 6boost Pro Mod manifold, spooled up on the line by both CO_2 and a shot of nitrous.

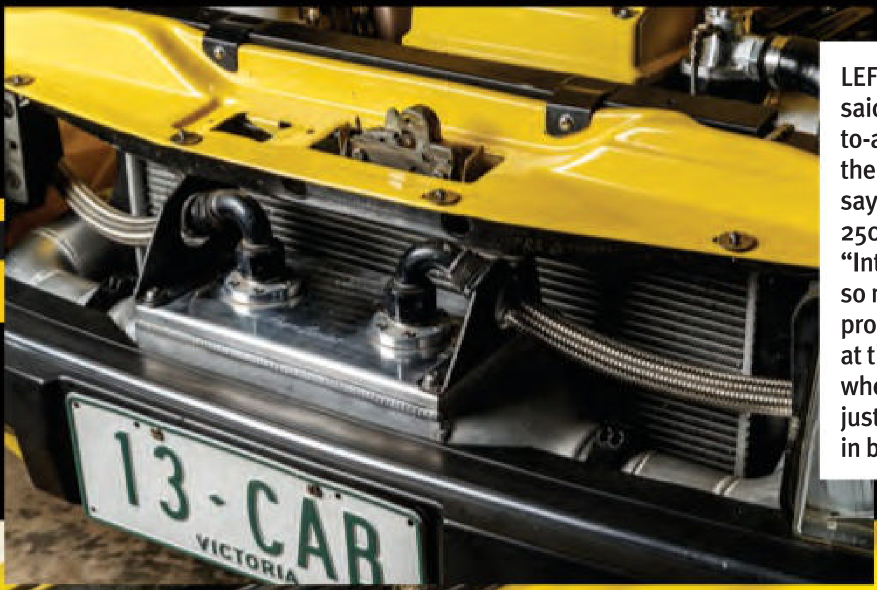
Exhaust duties are managed by a five-inch dump pipe by Ryan at Riot Lab, followed by a four-inch system to the rear. The standard internal Barra oil pump was replaced with an external Peterson R4 unit pulling from a modified 12-litre BA sump, and there's a set of FG thermo fans to keep it happy on the street. Fed 48psi, it spat out 1550hp at the wheels.

Caringbah's Protrans Performance Automatics built the Reid-cased Powerglide, which is hooked to an M&M bolt-together converter and four-inch aluminium Lite Series tailshaft from GJ Drivelines. The third member is a nine-incher with 35-spline Dutchman axles, a Truetrac centre and 3.7 gears, bolted to a set of Gazzard Brothers leaf springs. "When Ryan from Riot Lab was at All Race *[Fabrications]*, he 'caged it, and when he started his own business I supported him," Sean explains. "His work is crazy; it's got his little palm trees everywhere!" Impressively, the rear end is untubbed. "We just gave it a tiny bit of massaging

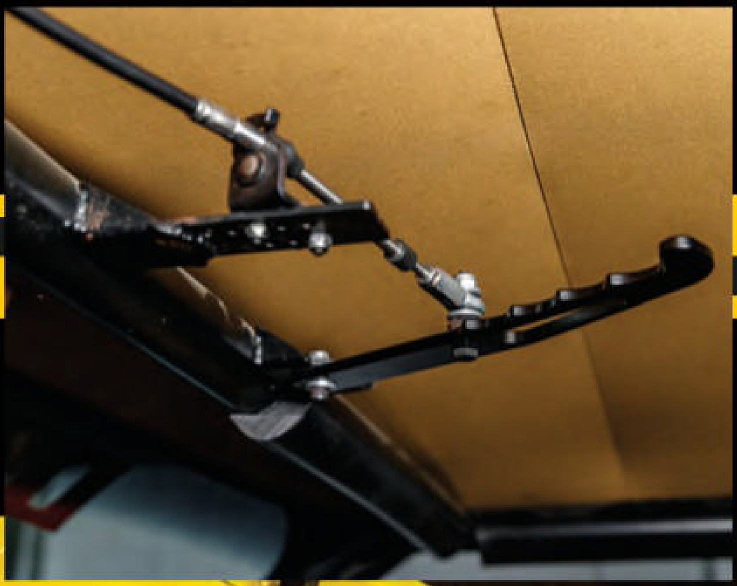
SHAFTED

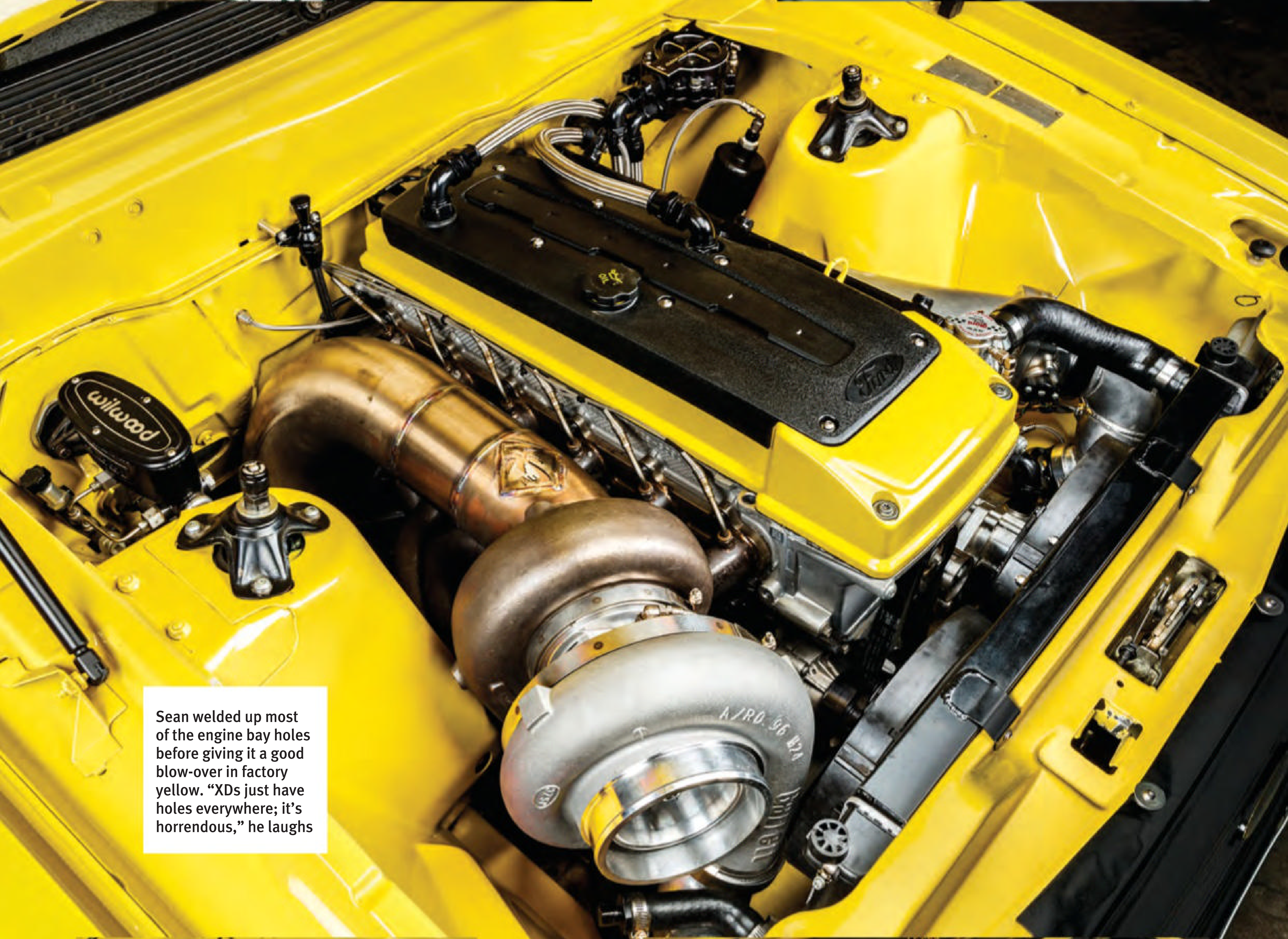
THOUGH Sean's broken everything on the XD at least once in his pursuit of sevens, his scariest moment came on the dyno in mid-2022. "We normally rev the car to about 8100rpm, but this time we lifted it up another thousand," he recounts. "Because it's destroked, there's no issues doing that, but we had a bit of a pinion angle issue we hadn't realised and the tailshaft let go at about 9200rpm. It ripped the back of the gearbox off; the output shaft was banana'd; the tailshaft split in half and came through the floor; and the shifter exploded in Nads's *[Nathaniel Ardern's]* hand and split the glovebox in half."

The underbody lines, exhaust system and transmission tunnel were also smashed to bits, but thankfully nobody was hurt. "It was bad," Sean says, "but we upgraded the tailshaft, cut the diff out and redid that, redid all the piping, and upgraded from the 8891 turbo to the G55. It was a very expensive exercise!"

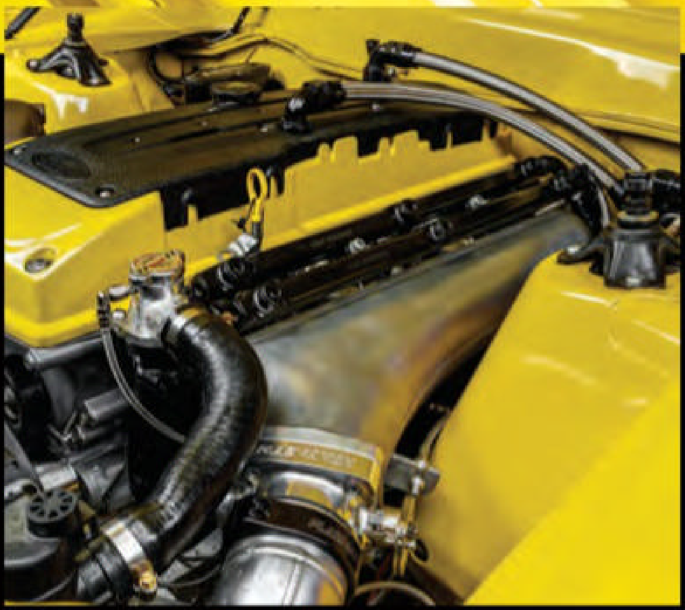


LEFT: "Corey *[Benning]* said he was going water-to-air in his car, so I went the same way," Sean says of the Plazmaman 2500hp intercooler. "Intake temps are so much cooler. I'm probably at 45 degrees at the end of a pass, where I was at 100. You just throw more timing in because it's so cold!"

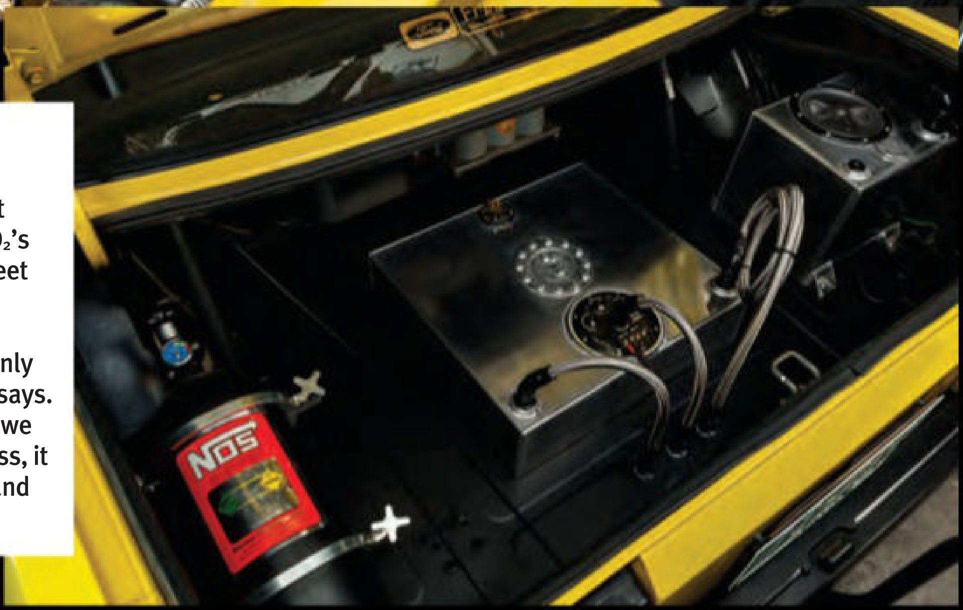




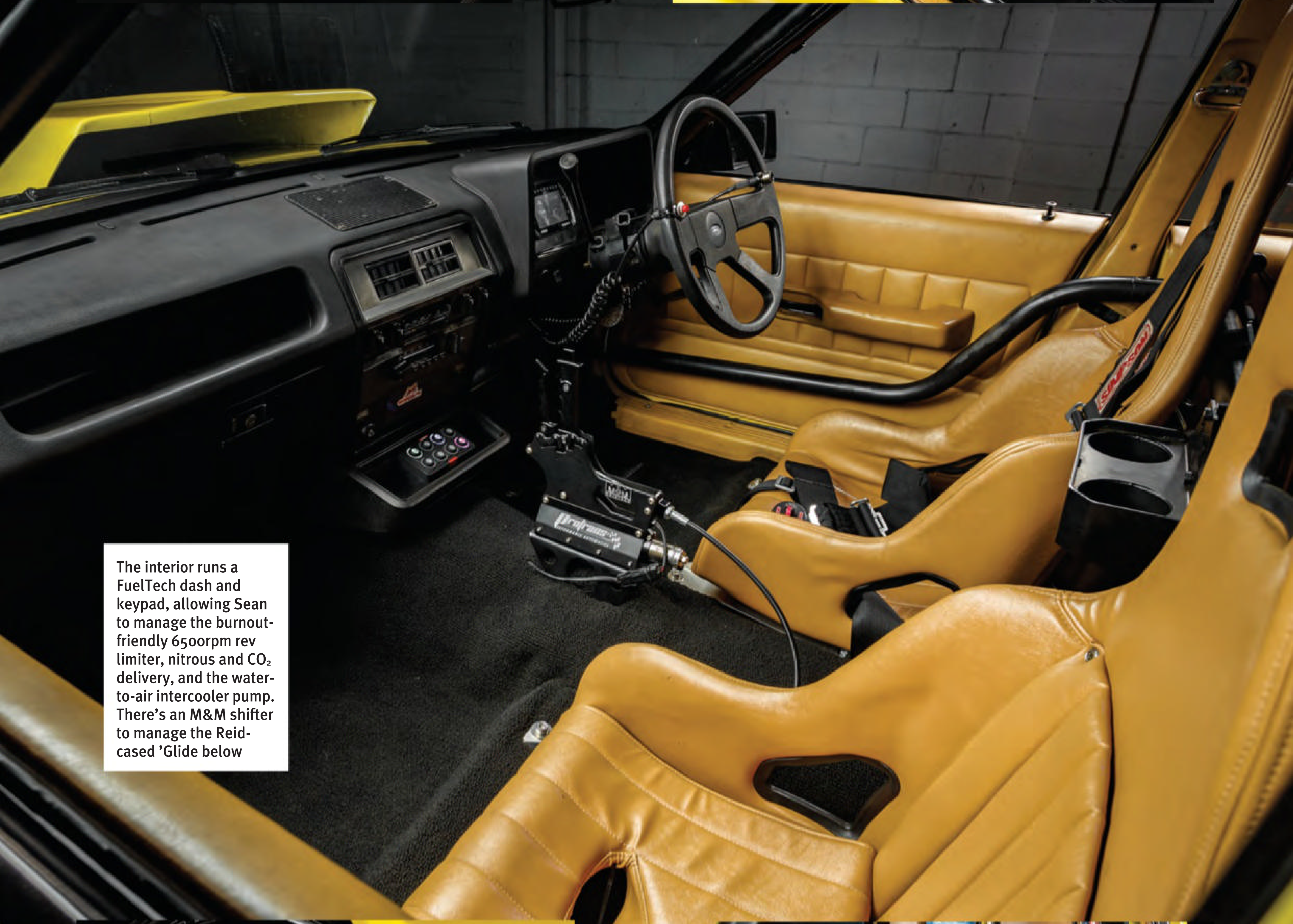
Sean welded up most of the engine bay holes before giving it a good blow-over in factory yellow. "XDs just have holes everywhere; it's horrendous," he laughs



RIGHT: "The car's always had nitrous because we thought we'd need it, but CO_2's really come into street cars in the past few years, and with the previous turbo we only needed CO_2," Sean says. "Now with the G55, we run both. On 7psi less, it made 200hp more and went 15mph faster"



RIGHT: Jai Jai Upholstery Artisans trimmed the Kirkeys to match the original XD vinyl. The six-point chrome-moly rollcage is from Riot Lab, and features a cup holder to ensure Sean and the crew stay hydrated on Drag Challenge road legs



The interior runs a FuelTech dash and keypad, allowing Sean to manage the burnout-friendly 6500rpm rev limiter, nitrous and CO_2 delivery, and the water-to-air intercooler pump. There's an M&M shifter to manage the Reid-cased 'Glide below

LEFT: The rear drums and boosterless Wilwood front discs are a bit undercooked on a 1500rwhp car. "It is horrific *[to stop]*, but when we're trying to chase times we're obviously not beating on it out on the street either," Sean says

THE THRASH WAS REWARDED WITH A STRING OF SEVEN-SECOND PASSES AT THE FORD-POWERED NATIONALS, INCLUDING A 7.76@182MPH

Sean and his close mates work out of his epic 30x20 shed, where you'll often find Barra weapons like Corey Benning's 7sec Cortina and Josh Tuskin's mental XW. "The car never goes out to get engines or fuel lines put in; we do everything at home," Sean enthuses

with a hammer; with a shortened diff, they fit a 275 pretty easily."

After finishing ninth outright at Drag Challenge Weekend 2022, Sean made a dash to Sydney Dragway in late October, where he smashed out a 7.91 in full street trim, splitting a couple of bores in the process. "It went 179mph, so we knew there was a bit more in it," Sean says. "We knew we'd hurt the engine and we got it ready again, but it broke the diff pinion in half basically on the startline. I was happy with the number, but I was also a bit upset – it was sort of like unfinished business."

With a slightly wounded engine and smashed diff the week of the 2022 Ford-Powered Nationals, Sean planned to sit that event out until FOMO got the better of him. "I spoke to Frank on Wednesday and he said it was doable," he says. "I rang Mark *[Schwarze]* and said, 'I'm dropping a diff off tomorrow and I need it back tomorrow night.' He lost his shit at me, but he made it happen, so we quickly threw the diff in it and went up on Friday."

The thrash was rewarded with a string of seven-second passes at the Ford-Powered Nats, including a 7.76@182mph. "We were very, very impressed, but not too surprised," Sean says. "We'd seen what it can do in Sydney; we just had to get it out of the hole." He's confident the number makes the XD the quickest turbo Barra-powered, street-driven X-series Falcon in the country. "There's *[Goran Ivanovic's]* white Cortina that's run a 7.74, and there's KNGFGX, but that's about it."

When it comes to going quicker, Sean reckons there's not much more left in the stock-block Barra. "We're not hurting the pistons, rods or crank. We're not spinning bearings; we're splitting bores," he explains. "I might give another engine a crack and grout-fill it to the top, run no water whatsoever and run methanol, but I don't think there's any more left in E85. Nitrous is the other option for going quicker; I could hit it with a couple of hundred *[horsepower for]* the whole track." He's also weighing up switching to a billet block, though it's a pricey exercise at $16,000 for just a block and sump.

Sean attributes much of the XD's success to Corey Benning. "I don't know how to thank him enough – he would've done hundreds and hundreds of hours on my car. We've probably cracked 10,000 beers and eaten 50,000 slices of pizza! He's so intelligent and so good at what he does, and as Frank said, it nearly all comes back to him. He's a freak!"

SEAN ANTHONY 1979 FORD XD FALCON

Paint: Citrus Yellow

ENGINE

Brand: 3.8L Ford Barra
Induction: Plazmaman manifold and water-to-air intercooler
ECU: FuelTech FT600
Turbo: Garrett G55 98mm
Head: Factory Barra
Camshafts: Dyno-mite Performance
Conrods: Nitto
Pistons: CP
Crank: Nitto billet
Fuel system: Waterman 18gpm
Cooling: Twin FG fans
Exhaust: Custom 4in system
Ignition: R35 GTR coils

TRANSMISSION

Gearbox: Protrans Reid-cased Powerglide
Converter: M&M billet bolt-together
Diff: 35-spline 9in, 3.7:1 gears, Truetrac centre

SUSPENSION & BRAKES

Front: Gazzard Brothers springs and shocks
Rear: Gazzard Brothers springs and shocks
Brakes: Wilwood discs (f), stock drums (r)
Master cylinder: Wilwood boosterless

WHEELS & TYRES

Rims: Weld AlumaStar 17in (f), Weld V-Series 15in (r)
Rubber: Mickey Thompson (f), Mickey Thompson Radial Pro 275 (r)

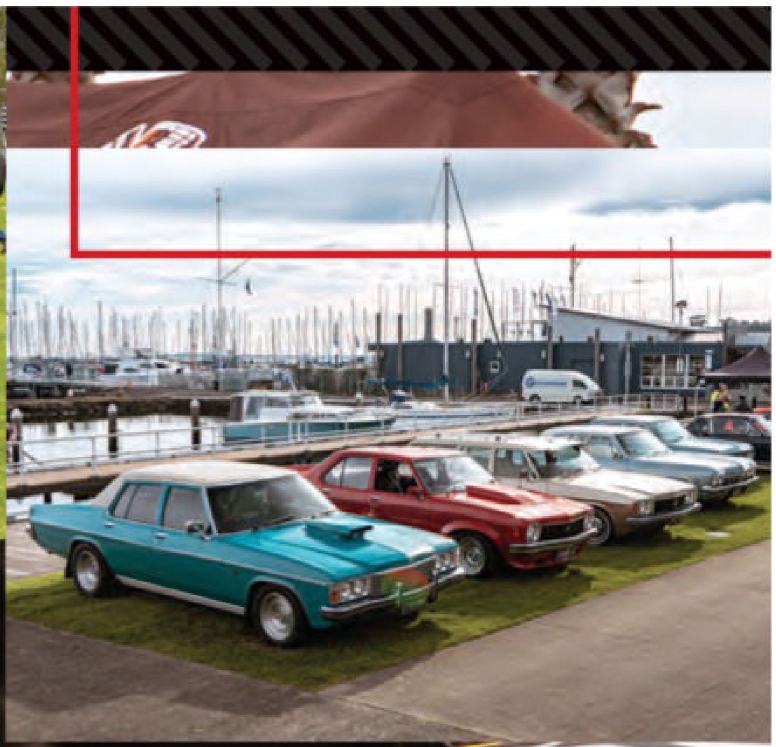
THANKS

My family for putting up with me and the time that goes into the car; Corey Benning for years of building the car; my mates Josh Schwarze, Bretto and Chris; Frank, Michael and all the boys at Dandy Engines; Nathaniel at FuelTech; Ryan from Riot Lab; Chris at Racewires; Jai Jai Upholstery Artisans for the seats; Stix at QuickBitz for all his help and parts over the years; Fred at Protrans; Speed Pro

STORY JACK HOULIHAN
PHOTOS CAPRICE PHOTOGRAPHY

DRIVER REVIVER

THE GEELONG REVIVAL IS A LOVE LETTER TO THE VICTORIAN CITY'S AUTOMOTIVE PASSION

63198-H


61
RACEGT
5.0
40

FAT NANCY

START
7
Castrol
GLOWEAVE
Kleber
Castrol

GEELONG has it pretty good when it comes to car events. There's a thriving street car scene, with some of the country's quickest road-going cars calling the city home. Then you've got massive events like All Ford Day, the Queenscliff Rod Run, and the epic Geelong Revival.

The Revival's origins can be traced back to 1956, when a local version of England's Brighton Speed Trials began on the waterfront's Ritchie Boulevard. Over the decades, the Geelong Speed Trials became a who's who of racing legends, from Jack Brabham and Stirling Moss to Touring Car icons like Norm Beechey, John Harvey and Dick Johnson.

The Trials were knocked on the head in the early 2000s when the space was renovated, until the Geelong Revival brought sprints back to Ritchie Boulevard in 2012.

Nicholas Heath and his Pace Advertising team are the brains behind the Revival. Founded in 1964 as an offshoot of Geelong's Heath Motors Ford dealership, the business has a long and deep connection with local car culture. "My family has been in cars forever; it's in my blood, so we just gravitate towards it," Nicholas said. "People come up to me and show me the car they bought from my father or my grandfather. It's a nostalgia trip for Geelong in its heady days as a motoring capital."

Long-time Revival racer Craig Stillman managed a best of 14.05 in his Sting Red EH. It's powered by a Phil Irving-headed red motor with triple-throttlebody EFI, paired to a Mitsubishi five-speed manual with Hoppers Stoppers brakes. Before Craig owned the car, it ran at Group N Touring Car meets

Pace cars don't get much more 90s than the IndyCar Surfers Paradise EB Falcon. The XR8 copped a warmed-over Windsor with GT40 heads and a one-off manifold, boosting output to 204kW. Other period steeze includes a Momo steering wheel and 17in Compomotive rolling stock, making it a poster child for Ford, IndyCar, and *Wheels* alike

We featured Gary Scicluna's beautifully finished, budget-built '78 Esky van back in 2015, and it's still going strong. There's a Pinto motor in the mega-sanitary bay, and the undercarriage and interior fit-out are equally impressive

Ken Williams's 1973 Bolwell Nagari was a gorgeous sight and sound with its original 302 Cleveland and Top Loader combo, which sent the 1020kg car to a very low 14 across the quarter. "It doesn't do great times because the driver is a big chicken who doesn't want to stuff it into a wall," Ken laughed

The HQ of Cris Dalton was arguably the loudest and angriest car to hit the quarter, skidding all the way. Up front is a 12/71-blown Merlin 572 big-block, sipping methanol for 1430hp. "It's done a 9.0 at 156mph. We've gotta get that eight, so we're going to a few events," Chris said. Bars aside, the Quey's all steel

> YOU LOOK AND THERE'S AN ASTON MARTIN V12, AND NEXT TO IT THERE'S AN HQ MONARO. IT'S THAT BROAD CHURCH

RUFF SHOT
383 CU.IN.
SS/A
7338
GZD·994

Bannockburn bloke and long-time gasser nut Troy Newton's '55 Chev was a crowd favourite on debut. It's done a best of 10.60 at Heathcote with its 383 Chev, Turbo 400 and 9in combo

With its steamroller rear meats, you couldn't miss Sam Gauci's XB. It's received a fresh 408 Clevo since appearing on our May 2020 cover, built to the same specs. "It's due for a facelift," Sam said of the ex-George Anthony beast, "but I'm building an XY for my daughter at the moment"

REVIVAL
HOT ROD FESTIVAL
MY · 022

Drag Challenge regular and general doer Noel Inman is a regular at the waterfront sprints, normally mixing it with the quickest cars – generally modern exotics and EVs, not Model Ts with brick-like aerodynamics! This year he took second outright with an 11.26

Mick Roberts pulled this rare factory-V8 XC wagon from a hayshed before turning the 302 into a 300rwhp 351. It's a regular on the Victorian cruising scene, with room for six thanks to the column-shift C10 and bench seat

The 2022 Revival, which took place over the 25-27 November weekend, announced its presence on Friday evening with a Sunset in the Park meet, attracting all sorts of cool equipment to the elevated car park affectionately known as Shaggers. "You look and there's an Aston Martin V12, and next to it there's an HQ Monaro. It's that broad church," Nicholas said. The meet replaced the prior CBD cruise, which was often broken up by regular traffic. Nicholas is keen to introduce a cruise through the adjacent botanical gardens if the resident fruit bats don't get in the way.

Sprints kicked off on Saturday morning, with entrants running on a quarter-mile course that opens with a long, lazy bend. Traction was a real challenge, especially on Saturday when there was still beach sand littering the tarmac. A massive assortment of cars turned out, including vintage open-wheel racers and specials, Aussie classics, and ethanol-guzzling V8 muscle. "It's not concours, and it's not Formula One; we're just looking for everyone to have a stab and enjoy themselves," Nicholas said.

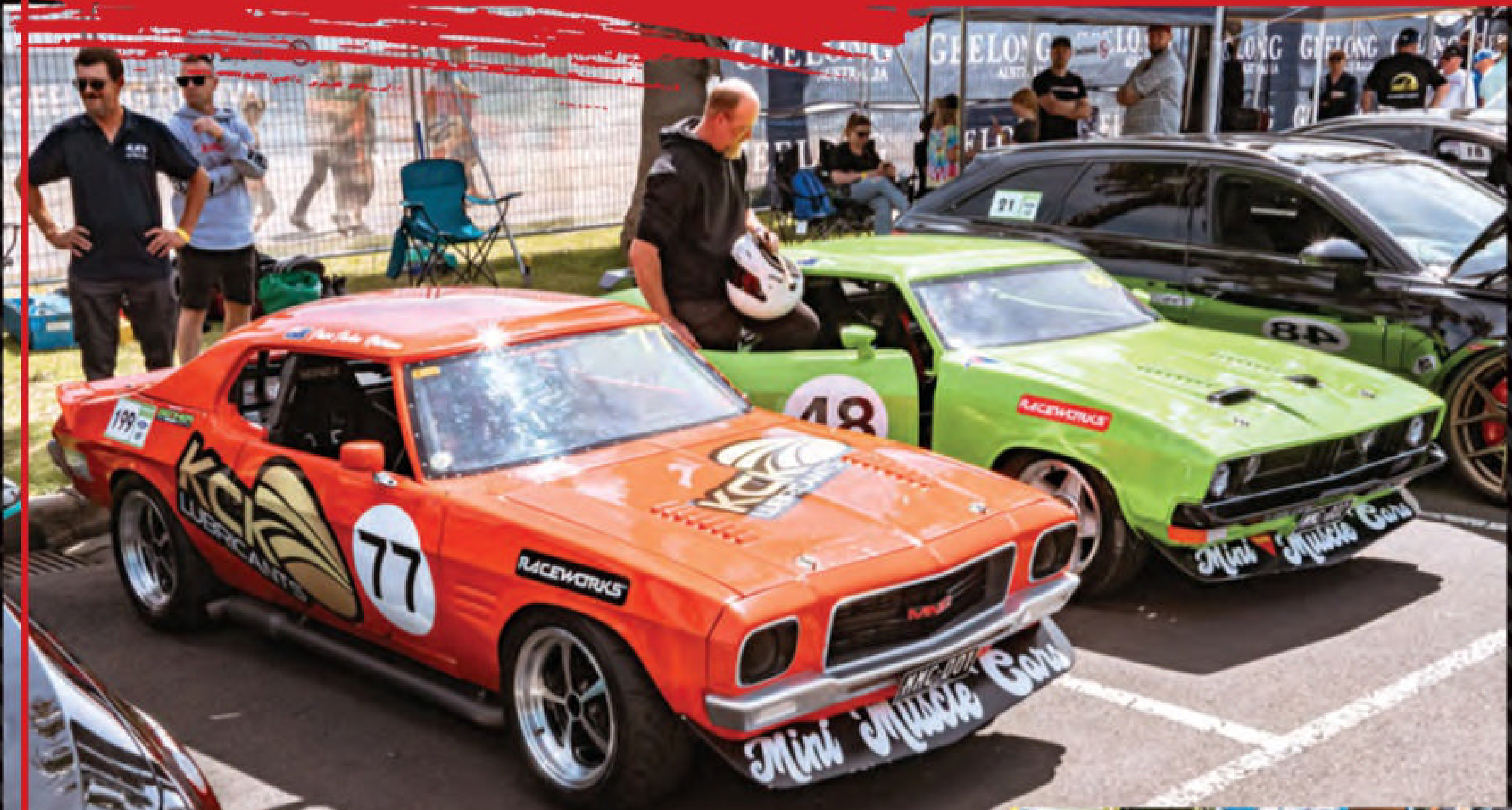
It was well worth getting along to both days of racing, as the roster changed considerably when Saturday's show 'n' shine entrants got down and dirty on Sunday.

REVIVAL
FESTIVAL
EVOLUTION
01653·M

Robert Mihelcic had a great time in his Chev-motivated LX SS hatch. It makes 600hp, which Robert manhandles via a Top Loader manual. "I used to race a fair bit at Calder in my younger days," he said. "It used to have NOS on it. It was fast for its day, but I don't get any traction here – it's just a bit of fun"

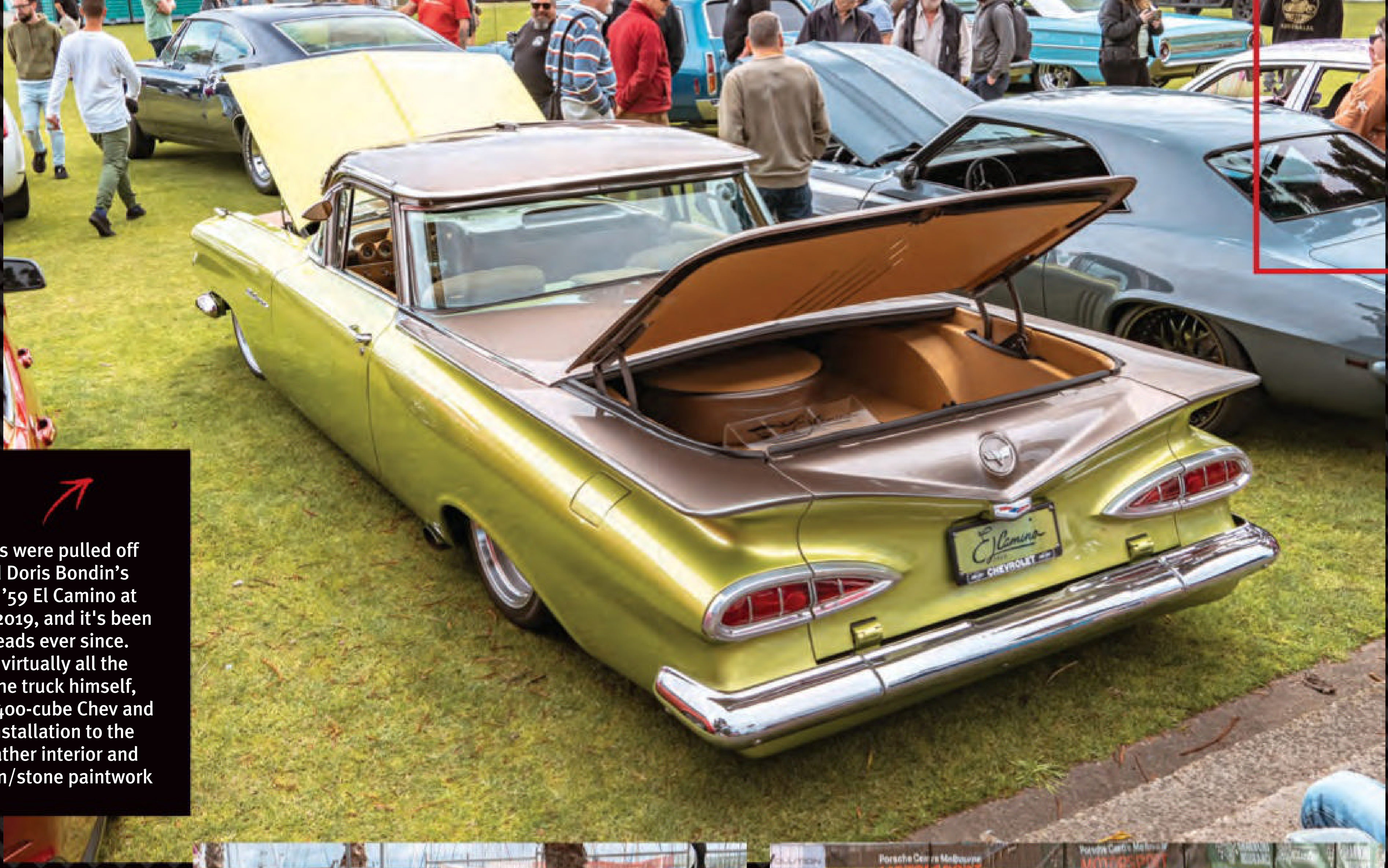
Sarina Blair travelled to the event solo in her dad Daryl's HQ Sandman for the first time. It was a nervous experience, but both Sarina and van arrived unharmed. "I've had a glass of water and I'm all good," she laughed. The eight-year build features an injected 304 and HZ GTS dash

THE SHOW 'N' SHINE ENTRANTS GOT DOWN AND DIRTY IN THE SPRINTS, WITH PLENTY KNOCKING OUT SOLID 11-SECOND ETs



The Mini Muscle Cars team brought along their adorably tough Monaro and Falcon coupe racers. Scaled at 80 per cent of a regular car, they run alloy EFI 4.0L Rover V8s and bolt-on fibreglass bodies based on super-faithful 3D scans. There's plans to take the cars to production soon, with a Charger body also in the pipeline

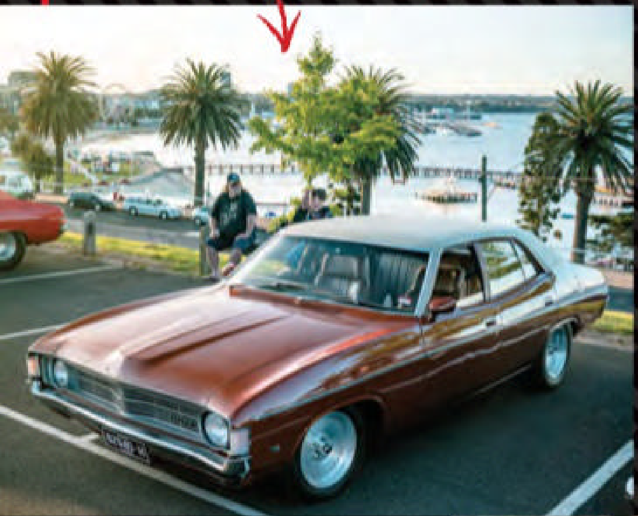
Gary and Judy Hislop's FJ panel van made a MotorEx appearance in 2022. Oozing 80s custom vibes, it runs a sweet Weiand-blown 202, paired to a Trimatic and 9in rear with disc brakes. It steers nicely too, thanks to a Rod Shop front end with coil-overs and rack-and-pinion steering



The covers were pulled off Eddie and Doris Bondin's gorgeous '59 El Camino at MotorEx 2019, and it's been turning heads ever since. Eddie did virtually all the work on the truck himself, from the 400-cube Chev and AccuAir installation to the Italian leather interior and lime green/stone paintwork

MOTORSPORT
TVP 909

In true Geelong style, Andrew Larkins dropped his XA sedan on Center Line wheels, stroked the numbers-matching 302 Clevo to 351 cubes, and called it a day. "I bought it off a guy who was about 74, and I'm this third owner," Andrew said. "It's nothing radical; everything else is standard"



IT'S NOT CONCOURS, AND IT'S NOT FORMULA ONE; WE'RE JUST LOOKING FOR EVERYONE TO HAVE A STAB AND ENJOY THEMSELVES

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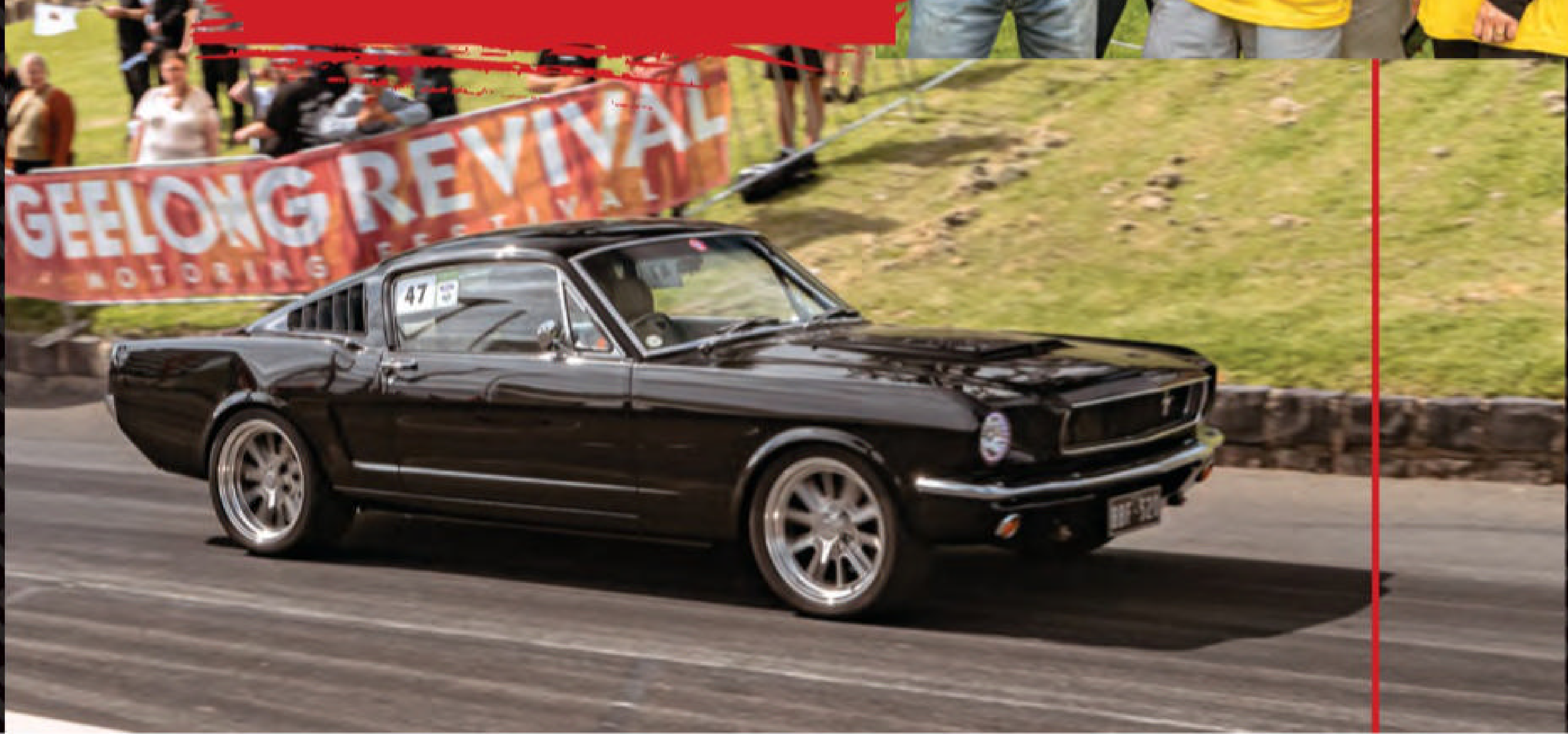
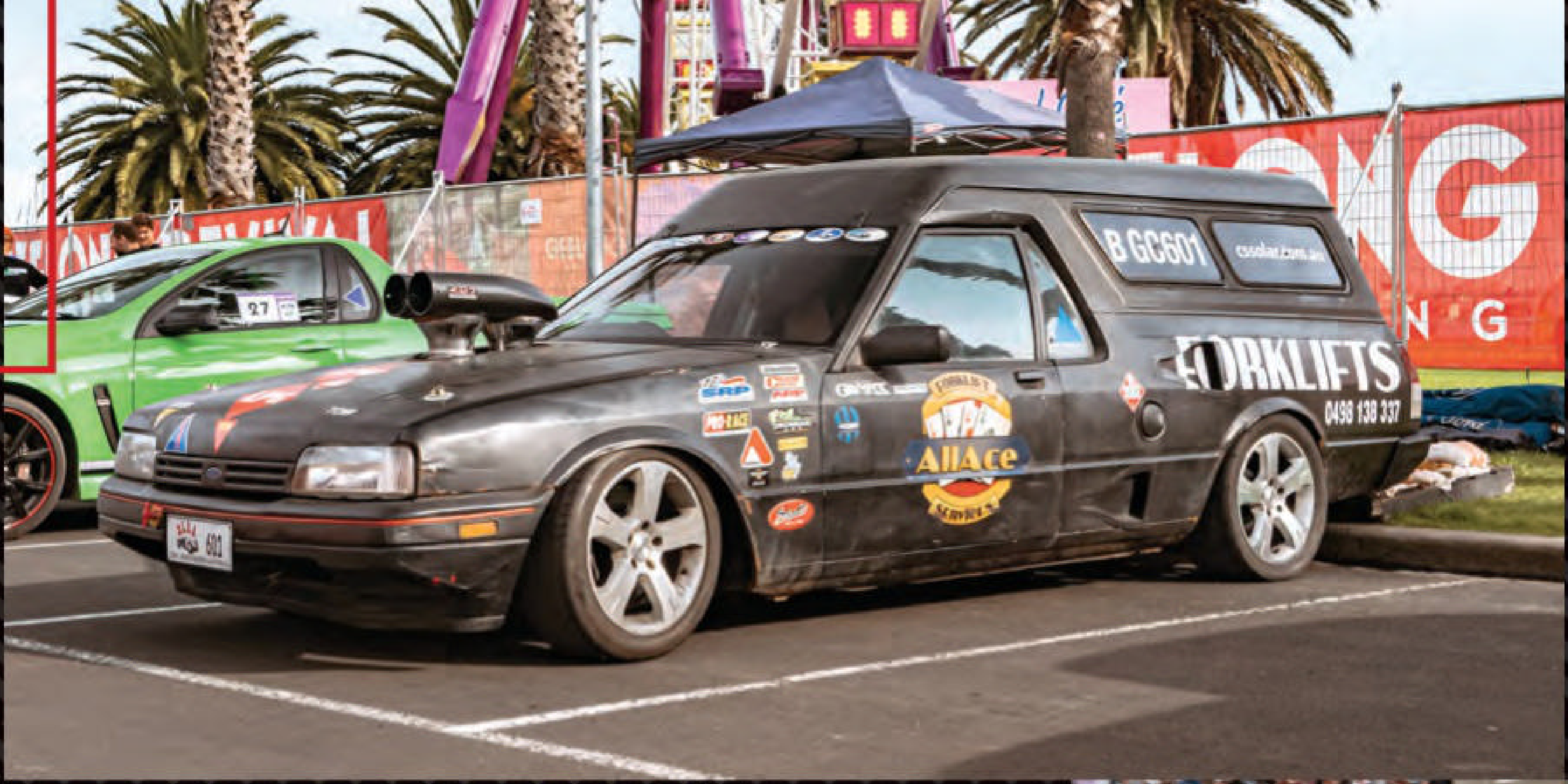
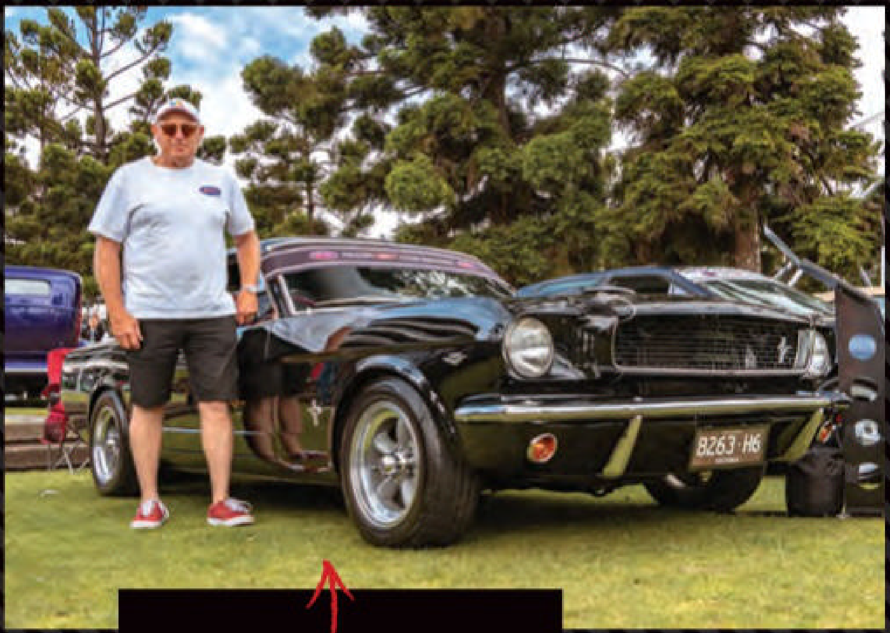
#B23

With a dry-sumped, Autronic EFI-fed 520ci big-block and TKO manual 'box, Tony Masters's '66 Mustang fastback is a tough customer. It's extensively braced and, impressively, all VicRoads-approved. "It did their head in," he laughed. Tony raced the car at the previous Revival in March (postponed from 2021), and has also hit the track in Tasmania

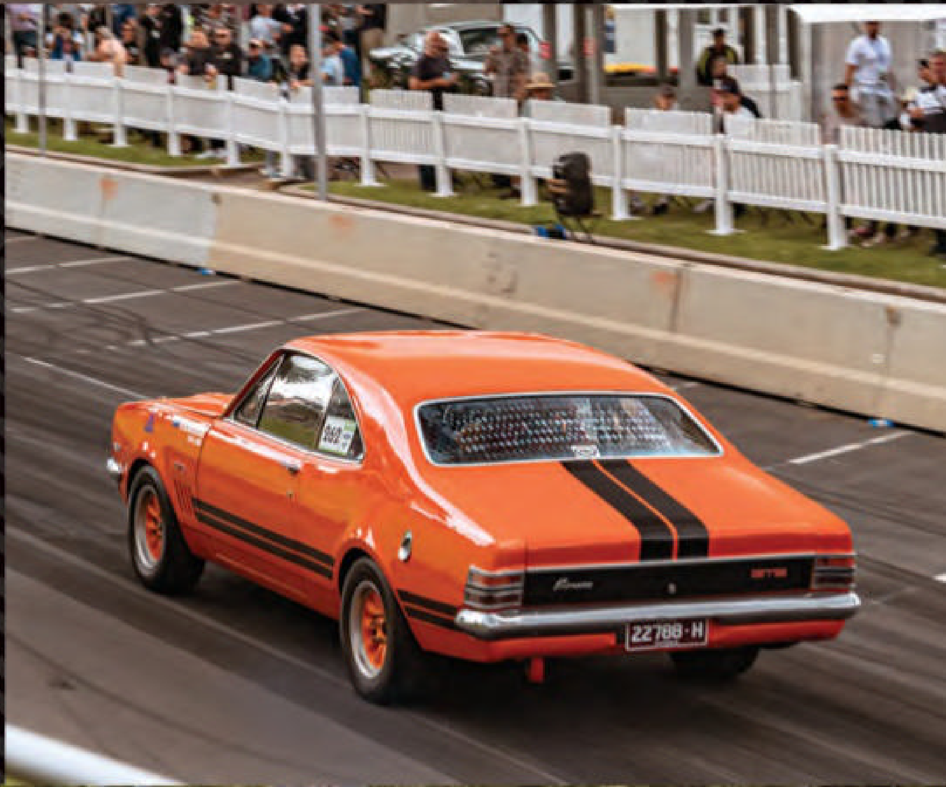




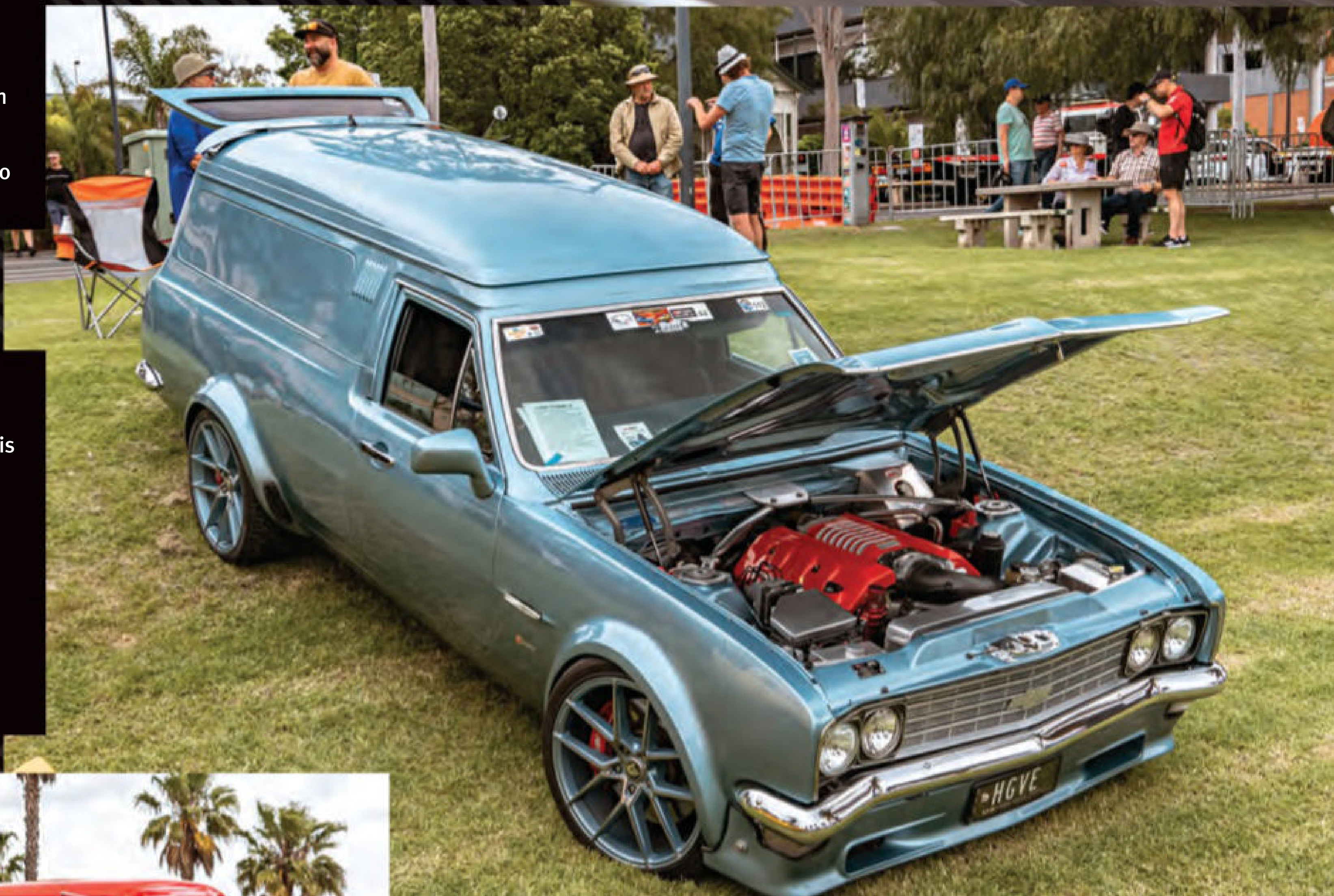
Alan Lacey lays claim to the world's fastest panel van with his XF, with a top speed of 176mph at Lake Gairdner. The van now runs an Arrow-block 427 Clevo with a Ferrari-style flat-plane crank, twin throttlebodies and 16 LPG injectors. Normally running a 2.47:1 9in, Alan swapped to a 3.27 Borgy for his first crack at Revival sprints



David Witcombe's '66 Mustang copped a full rotisserie rebuild alongside some choice Shelby parts. "We wanted a GT350 lookalike, and we had the gold stripes ready to go on, but we got it back from the paint booth and didn't want to spoil it," he said. Power comes from a 289 Windsor topped by a Holley 650 and Edelbrock manifold



This HT GTS saw life as a Bathurst and rally racer in the 70s and 80s with the late Warwick Henderson at the helm. Warwick's son Dion now campaigns the 350-cuber at the Revival, this year running a wheel-spinning 15.20sec pass



Geelong folk may have seen this HG-VE hybrid cruising around town in high-fill primer. Owner Phil Carberry plonked the van body over a written-off Maloo, shortening the ute wheelbase by 190mm during the 10-year backyard build. There's a Walkinshaw-blown LS3 up front, and even the HSV door mechanisms got a run

Geelong club racing stalwart Laurie Cushion's Buick V6-powered TG Gemini is a proper screamer. Built for Laurie's son to race, it campaigns at the Winton and Sandown tracks regularly. "It's a secret," said Laurie when asked about the 250hp V6's innards. "People see the car and go, 'What the hell is in that thing?'"

This rally homologation special Daihatsu Storia X4 was rebodied into an Aussie-delivered Sirion shell. It directs 100kW to all four wheels on 21psi of boost, care of a twin-cam 713cc four-cylinder with a screaming 9000rpm redline. At just 820kg, it's a reliable recipe for fun

They didn't hold back, either, with plenty of entrants knocking out solid 11-second ETs on the no-prep surface. Noel Inman gave the contingent of modern Porsches a run for their money in his 302-powered Model T, edged out only by an electric Taycan Turbo on Sunday afternoon.

It's free to spectate at the Revival, and with Geelong finally offering up a sunny weekend, attendance was strong. "Early numbers indicate almost 50,000 people over the two-and-a-half days – not too bad at all," Nicholas enthused. Racing aside, there was an impressive show 'n' shine and lots of late-model hardware on show from current manufacturers.

The 2022 Revival also introduced the Hot Wheels stunt team with Matt Mingay at the helm, which proved to be a drawcard for young families in particular. "The crowd just went nuts for it," Nicholas said. "It's pretty insane up close! I think a lot of people came down especially for that."

Next year, Nicholas hopes to get air and sea power involved to make full use of the waterfront's facilities. "Somehow I'm going to get planes involved; I find people who like cars like anything with an engine in it," he said. "I'd like to see some powerboat racing involved as well – the water's right there!"

The Old Skool Street Cars Geelong crew help run the Revival, and always turn out with some tough local muscle, including David Rochow's '72 Nova. "It ran in the sprints yesterday; it's not very quick, but it's a bit of fun," David said

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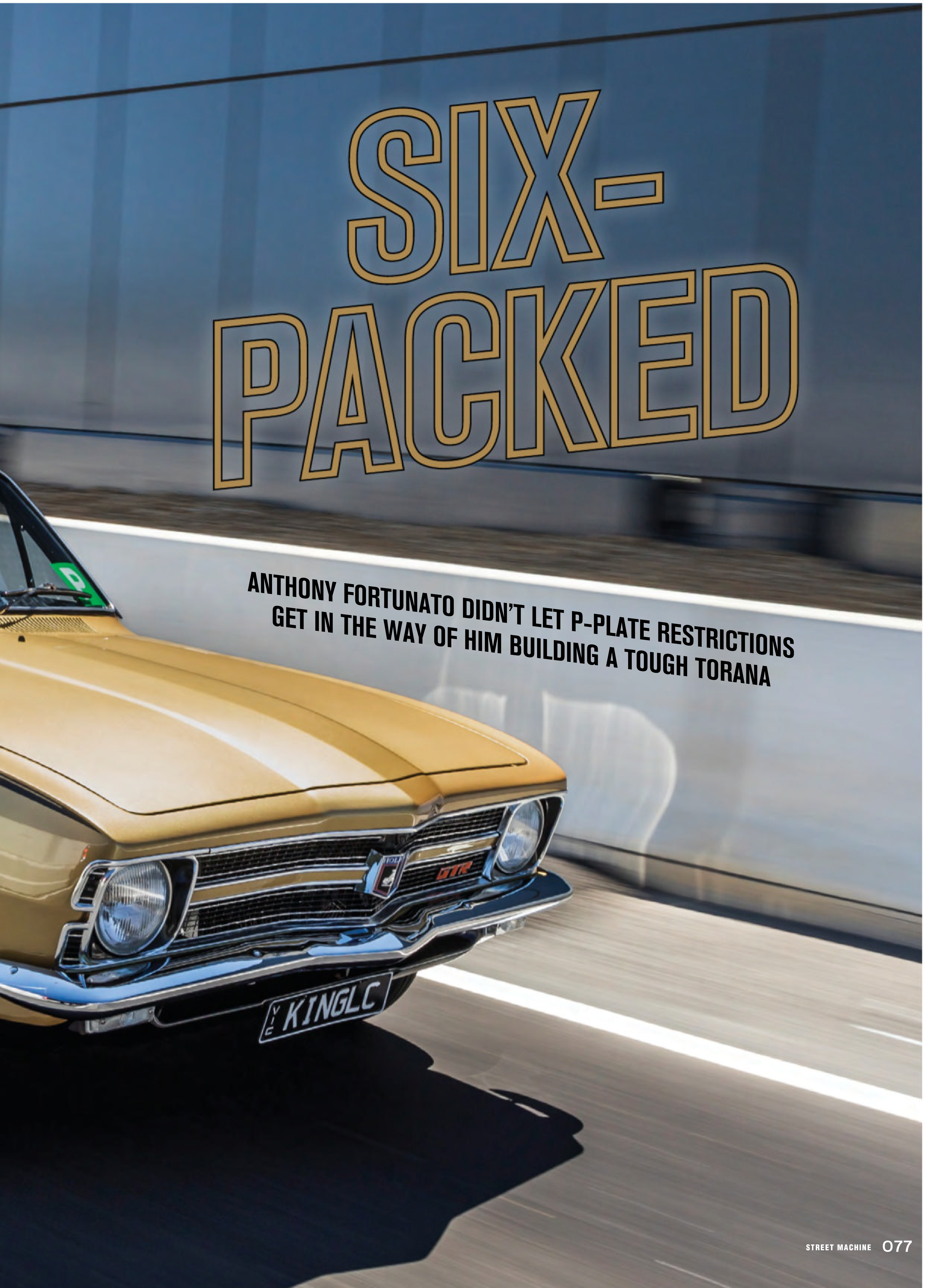
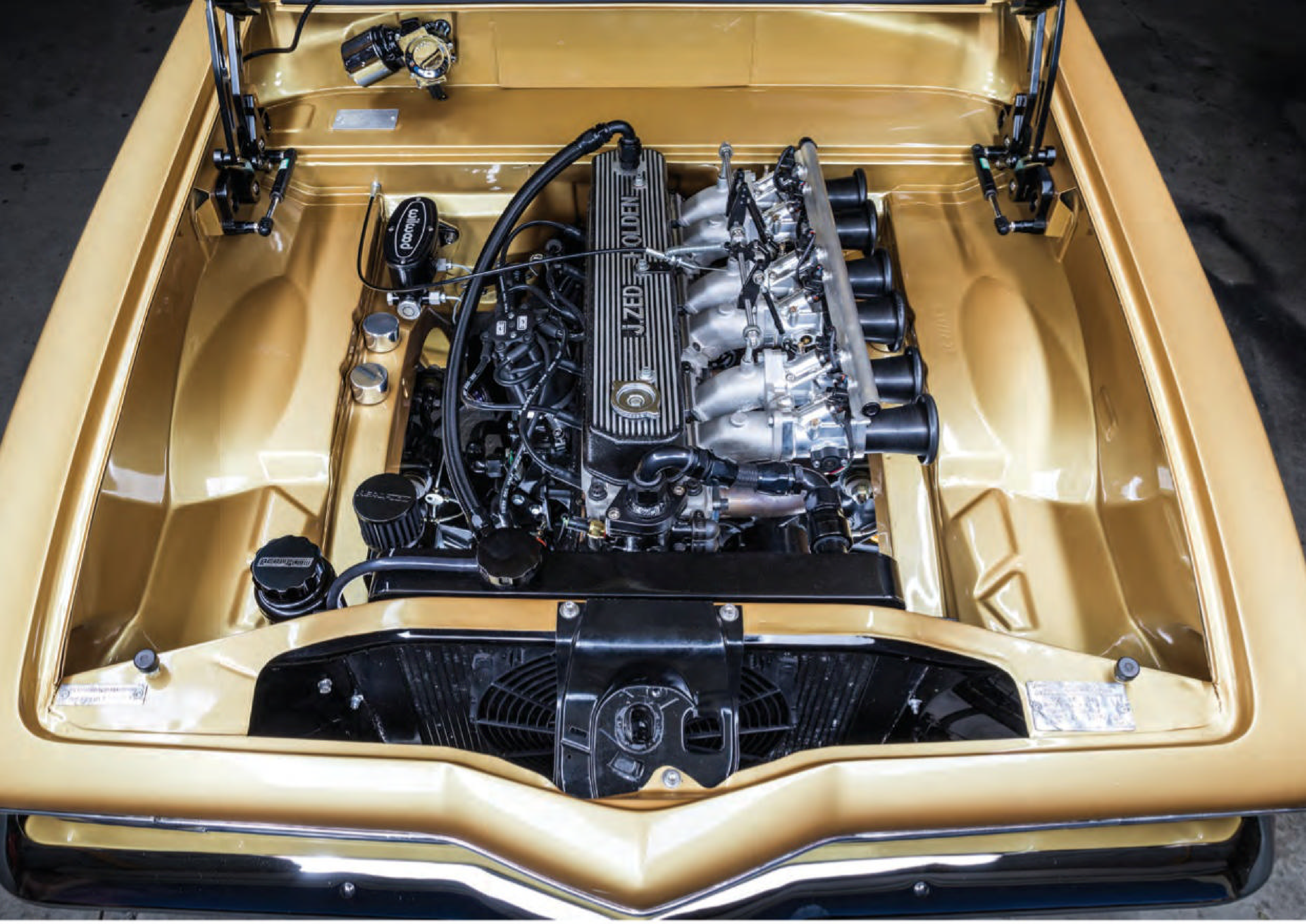

KINGLC
VIC
GTR

SIX-PACKED

ANTHONY FORTUNATO DIDN'T LET P-PLATE RESTRICTIONS GET IN THE WAY OF HIM BUILDING A TOUGH TORANA



ENGINE: As far as naturally aspirated Holden-six street engines go, this is about as sexy as they get. Weighing in at 220ci with a J.ZED head and Weber-style EFI system from EFI Hardware, it's good for 280rwhp

THANKS to the odd indiscretion behind the wheel, Melbourne bloke Anthony Fortunato earned himself a break from driving, and was subsequently required to start the licensing process again from scratch. When your mates are rolling around in V8 street cars with all manner of forced induction and you must abide by the various provisional driver restrictions imposed by the fair state of Victoria, being a mature-aged P-plater can be a frustrating thing. But it doesn't mean you can't build yourself something rad.

"That was the main reason for building a six-cylinder," Anthony says of his stunning, 220ci stroker Holden six-powered LC Torana. "I needed to keep it sensible for now, but the plan was always to put a big motor in it down the track, and I wanted to be able to just drop it in and go. So when we built the car, we made sure the mini-tubs, nine-inch, engine management and everything else was all there ready to go for when that happens. It's way better than spending money several times over."

Anthony was actually on the hunt for a rotary-powered Mazda to build when the Torana presented itself. He went to suss it out, formulated a plan for the build, and bought it on the spot. He dragged the car home, stripped it and bare-metalled it, which unearthed all manner of problems.

"When I saw all the previous patch-up jobs that had been done, it opened up a big can of worms," says Anthony. "It made me think, 'What have I bought? Will this car ever look like what I imagined?' If it wasn't for my panel beater and having faith in his work and knowledge, this car would probably still be in bare metal sitting in the back corner of the shed."

Said panel beater, Jason Evans, undid all the past sins that the Torana's bodywork had been subjected to and got

WHEN I SAW ALL THE PREVIOUS PATCH-UP JOBS THAT HAD BEEN DONE, IT OPENED UP A BIG CAN OF WORMS. IT MADE ME THINK, "WHAT HAVE I BOUGHT?"

KINGLC
VICTORIA

WELD RACING

ABOVE: With plans for a spicier powerplant afoot, Anthony wanted to make sure the LC had a considerable grip on the earth from the get-go. 15x8.5in Welds sit astride a shortened 9in and wear 275/50R15 Mickey Thompson ET Streets, which the car was mini-tubbed to accommodate

BOOT: The neat and tidy custom boot is trimmed to house the battery box, fire extinguisher and fuel cell, with a Holley Dominator pump sending E85 north to the howling six-pot

THE J.ZED HEAD

BACK in the day, Duggan cylinder heads were heavily favoured by Holden-six freaks who wanted to pull out all the stops in the pursuit of performance. But when drag racer Joe Zullo was keen to purchase one for his rail in 2002, he encountered some resistance from owner Frank Duggan.

"Frank was getting to a stage where he was semi-retired, and he wasn't exactly forthcoming in selling me a head," Joe explains. "So I called him up and said, 'If you've got the shits with the world and you want to sell your patterns, you let me know.' He called back a few days later and said, 'Fair dinkum, I'll sell it to you. This is how much I want, and there will be no negotiating.' We did the deal, Frank and I are still good mates, and I've been producing J.ZED heads ever since."

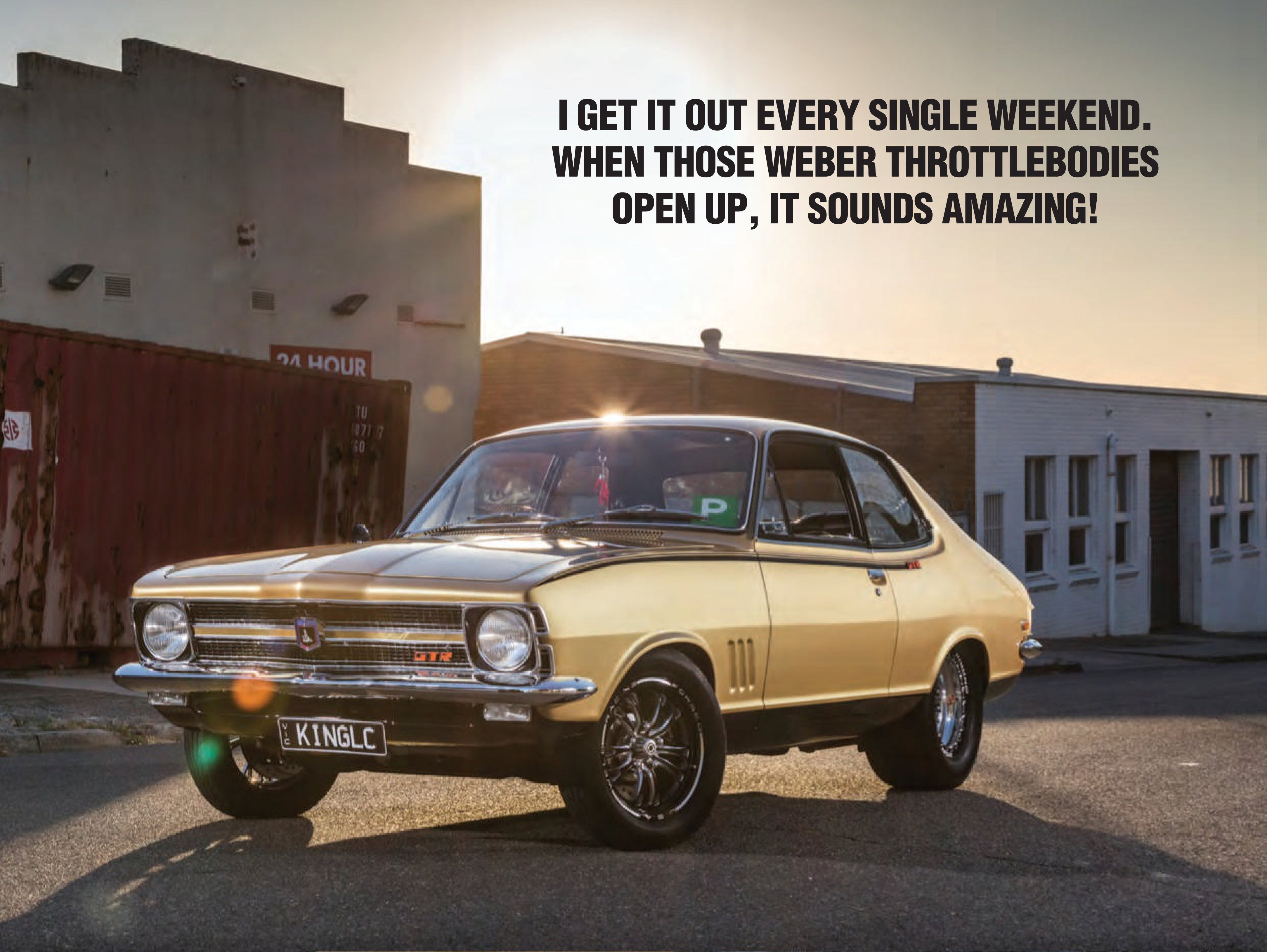
Heavily based on the old Duggan heads but improved over time through modern technology, the cast-alloy J.ZED head represents significant benefits over 9- and 12-port OEM Holden heads. From a design perspective, the valves are positioned on the centreline of the bore rather than off-centre like a standard head, allowing for much bigger 1.9in intake and 1.5in exhaust valves.

There is also a greatly improved combustion chamber, and the angle and size of the intake port provides a much better flow towards the valve. "I only sell the heads CNC-ported these days, and they flow 280cfm," says Joe. "Frank used to sell them as-cast, but the backyard porters would get in there and butcher them; I've had to fix a few in my time!"

These days, Joe's J.ZED-equipped rail makes 500hp and has run as quick as 8.4 over the quarter naturally aspirated, and 7.7 with a blown combo!

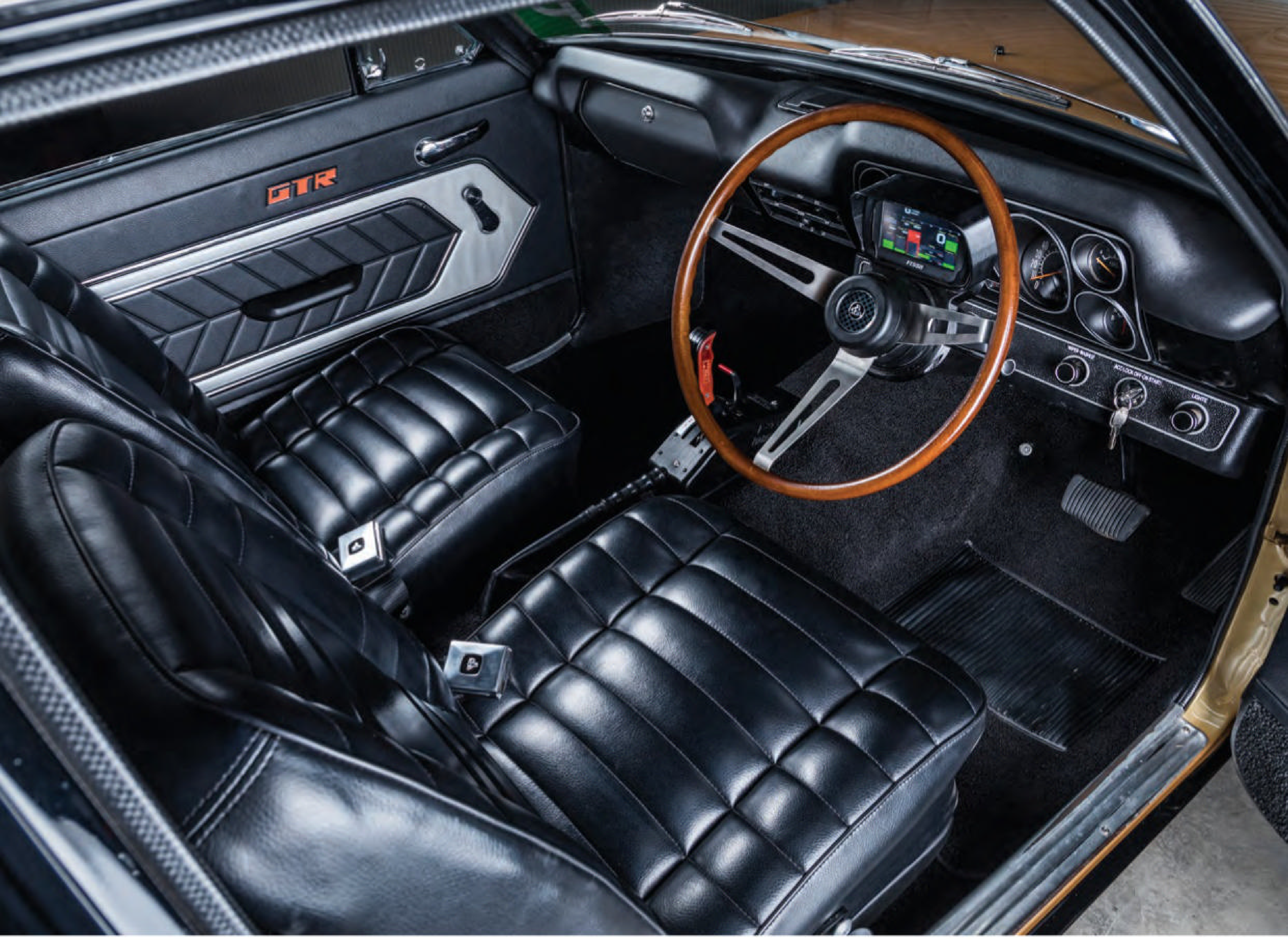
It's great to see that iconic Aussie-made speed parts for such a loved and widely modified platform are not only still in production, but still being developed and improved upon.

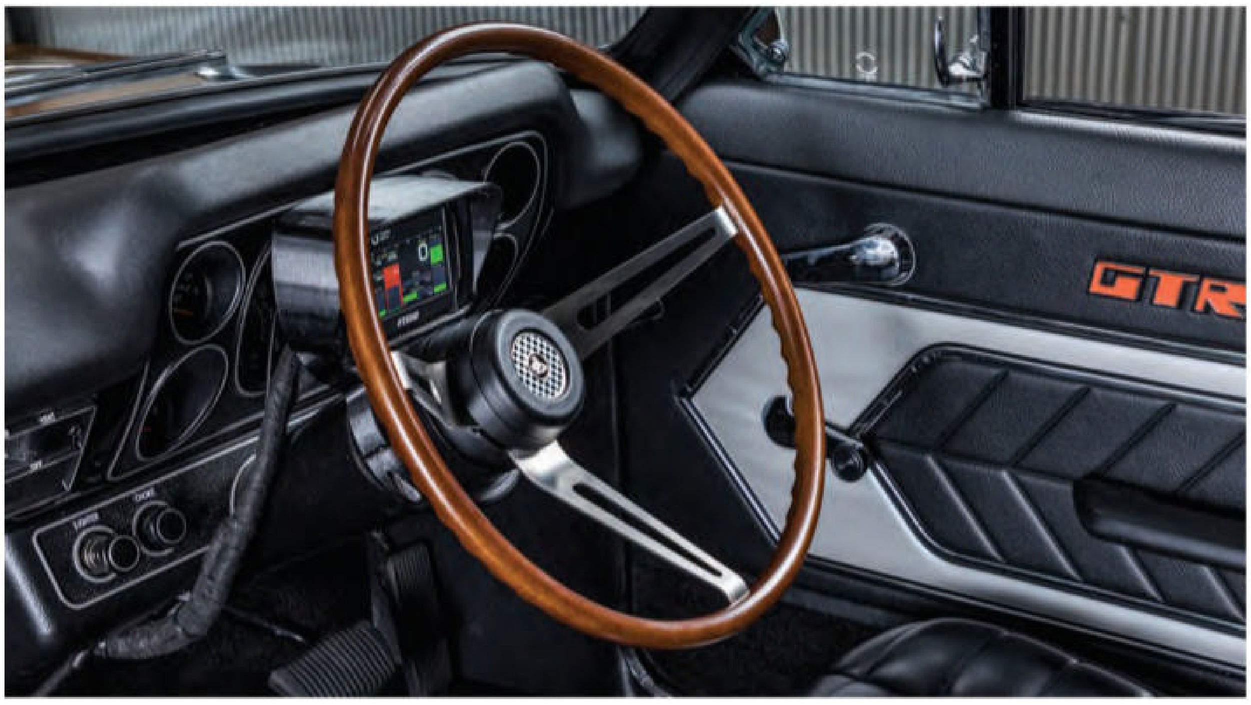
I GET IT OUT EVERY SINGLE WEEKEND. WHEN THOSE WEBER THROTTLEBODIES OPEN UP, IT SOUNDS AMAZING!



ABOVE: KINGLC isn't a genuine GTR, but Anthony loves the look, so he built the car up as a tribute with all the GTR finery. The Glasurit Gold paint is period-inspired, and the car looks like a GTR on 'roids

WELD RACING





INTERIOR: The only modern concessions within the otherwise concours-spec LC GTR interior are the FuelTech FT550 mounted on the column and the B&M shifter on the tunnel. Otherwise, it's all 1971 in here

the car rust-free, straight as a die, and ready for painter Adriann Matias to lay on the Glasurit Gold duco and GTR warpaint. "I like the GTR look with the black-outs, stripes and no rear spoiler," Anthony says.

The GTR aesthetic continues inside the cabin, which Super Trim Vinyl Hardtops expertly retrimmed in factory-style black vinyl. A B&M shifter adorns the tunnel, and sports a woodgrain handle that Anthony sourced from the US to tie in with the similarly appointed GTR twirler.

In a way, the OEM GTR theme continues through to the engine, as the Holden inline six has been retained but dialled up to 11. The 220ci, J.ZED-headed, fuel-injected monster is a Holden-six lover's wet dream. Starting with a blue block, Ambruosi Racing fitted a 3.480-inch stroker crankshaft, Precision H-beam 5.260-inch connecting rods, and Special Piston Services custom forged flat-top slugs to arrive at the 220ci displacement. The camshaft is a Camtech solid sporting a healthy 258/266 degrees duration and .566-inch lift, conveying instructions via Crow pushrods to the epic J.ZED cylinder head (see sidebar, opposite page). Induction is handled by a set of 50mm Weber-style throttlebodies and a FuelTech FT550 ECU, with an ICE 7-amp ignition kit for spark. It really is a burger with the lot, and it's handy for 280hp at the treads on E85, with Danny Bresciani at Initial D Racing on the laptop.

Similarly, the Trimatic transmission has all the fruit and is coupled to a 5000rpm Dominator converter at one end and a GJ Drivelines tailshaft at the other, with a nine-inch bringing up the rear sporting 4.3:1 gears and 35-spline axles, sprung with Strange coil-overs. Rear wheels are Weld Vitesse in 15x8.5 wearing 275/50R15 ET Streets, and while the rear end might seem like overkill for an all-

ANTHONY FORTUNATO 1971 HOLDEN LC TORANA

Paint: Glasurit Gold

ENGINE

Brand: 220ci Holden six
Induction: 50mm Weber throttlebodies
ECU: FuelTech FT550
Head: J.ZED
Camshaft: Camtech solid; 258° intake, 266° exhaust, .566in lift
Conrods: Precision H-beam 5.260
Pistons: Special Piston Services custom forged flat-top
Crank: TIG steel 3.480in
Oil pump: JP Performance
Fuel system: Holley Dominator pump
Cooling: Aussie Desert Cooler radiator, SPAL 14in fan
Exhaust: Custom extractors and exhaust, Aeroflow muffler
Ignition: ICE electronic 7-amp kit

TRANSMISSION

Gearbox: Trimatic
Converter: 5000rpm converter
Diff: 9in, 4.3:1 gears, 35-spline axles

SUSPENSION & BRAKES

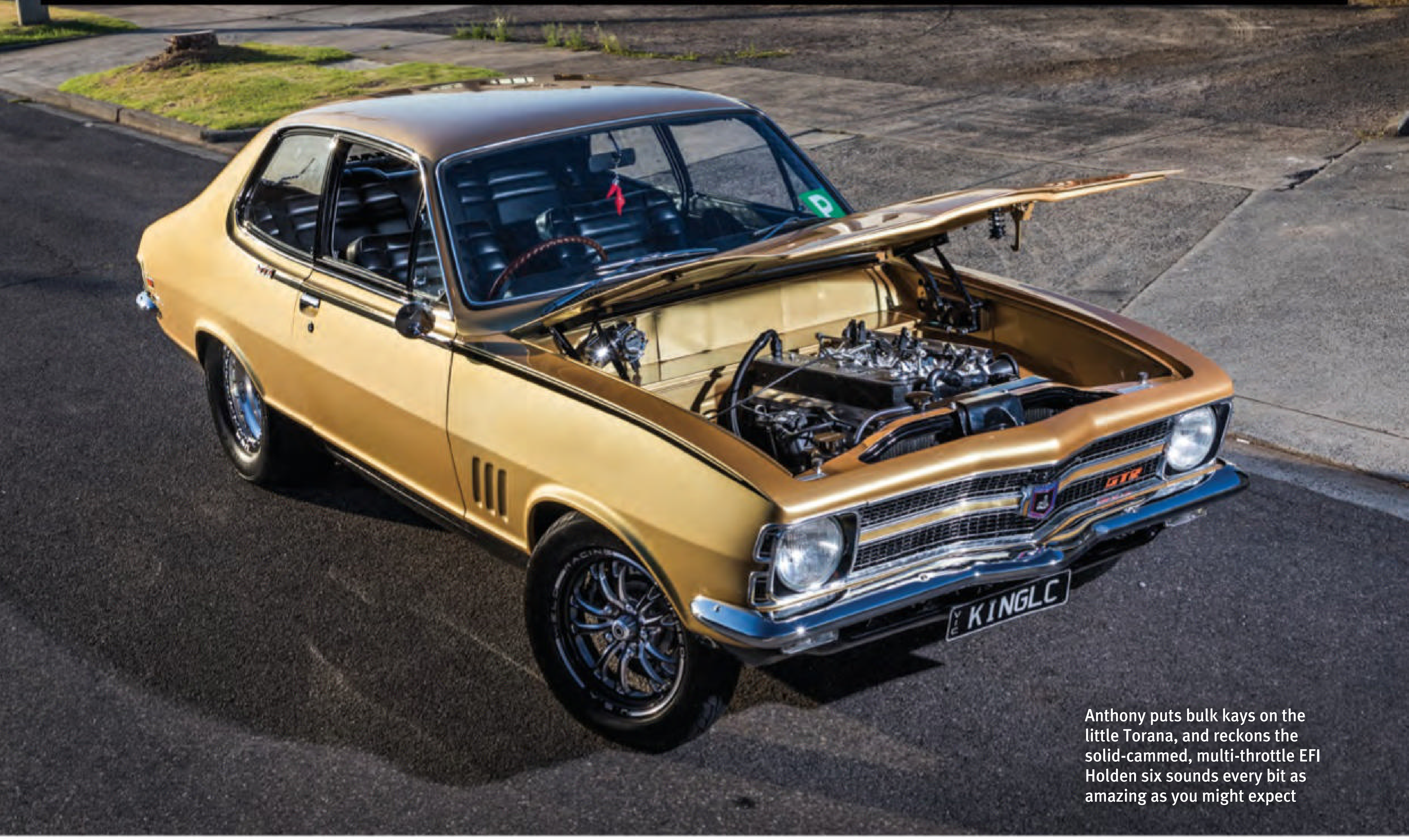
Front: King Springs, Monroe shocks
Rear: Strange coil-overs
Brakes: Wilwood (f & r)
Master cylinder: Wilwood

WHEELS & TYRES

Rims: Weld V-Series 15x3.5 (f), Weld Vitesse 15x8.5 (r)
Rubber: Mickey Thompson Sportsman SR 24x5.00R15 (f), Mickey Thompson ET Street 275/50R15 (r)

THANKS

Marco from The Race Shop; J.ZED; EFI Hardware; Danny Bresciani from Initial D Racing; FuelTech; Brandon Zito; Dom Zito; Jayce Mostacci; Adam Fortunato; Adrian Fortunato; Jason Evans; my fiancée Tori Evans



Anthony puts bulk kays on the little Torana, and reckons the solid-cammed, multi-throttle EFI Holden six sounds every bit as amazing as you might expect

motor 202, let's keep in mind that Anthony has bigger plans in place for the Torana.

"I'm in the process of building an RB30/26, and I'm chasing serious power; I want to make it a real tough streeter," Anthony says. And with his tuner Danny Bresciani being an OG of Aussie RB performance, we're sure it'll be a rocket. "Yeah, Danny is a bit of an RB guru," Anthony confirms. "It's good to have him in my back pocket for this project."

In the meantime, Anthony has been enjoying the car at every opportunity. "I get it out every single weekend. It's not a daily driver, but it's not far off; I drive it a lot. When those Weber throttlebodies open up, it sounds amazing! I'm itching to get it out to the track and give it a hit to see what it does. I've entered Drag Challenge, and I'm keen-as for that.

"I really need to thank my mates who were there for this whole build, because I couldn't have done it without them. Brandon and Dom Zito, Jayce Mostacci, and Adam and Adrian Fortunato all spent endless nights and every weekend helping me pull this car down to a shell and rebuilding it even better than what I thought it could be. Thank you so much."

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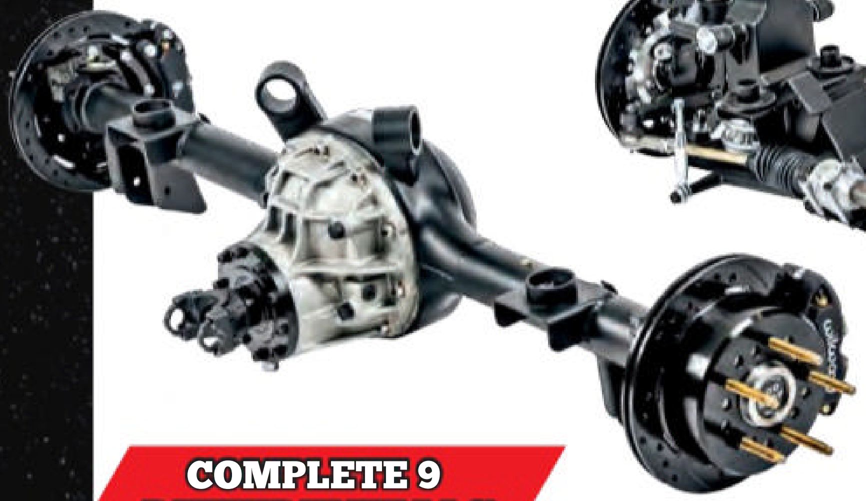
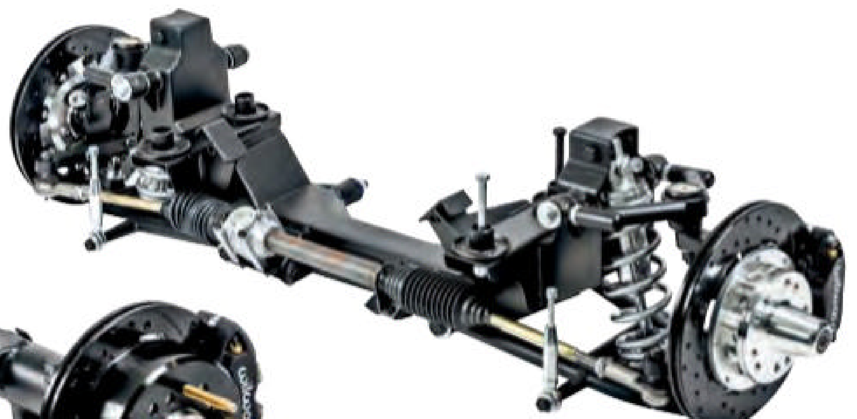


COMPLETE 9
DIFFERENTIALS



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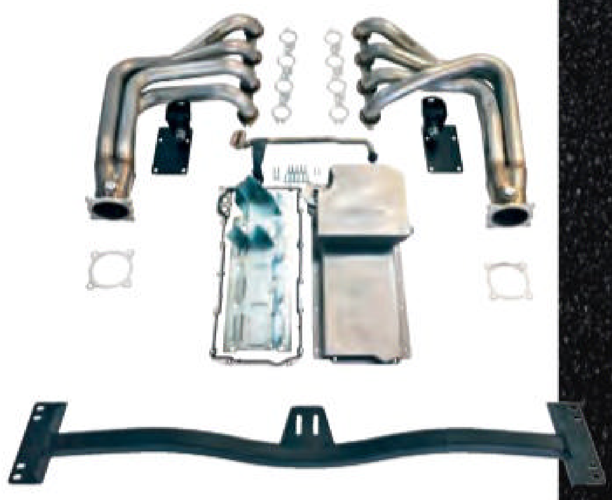

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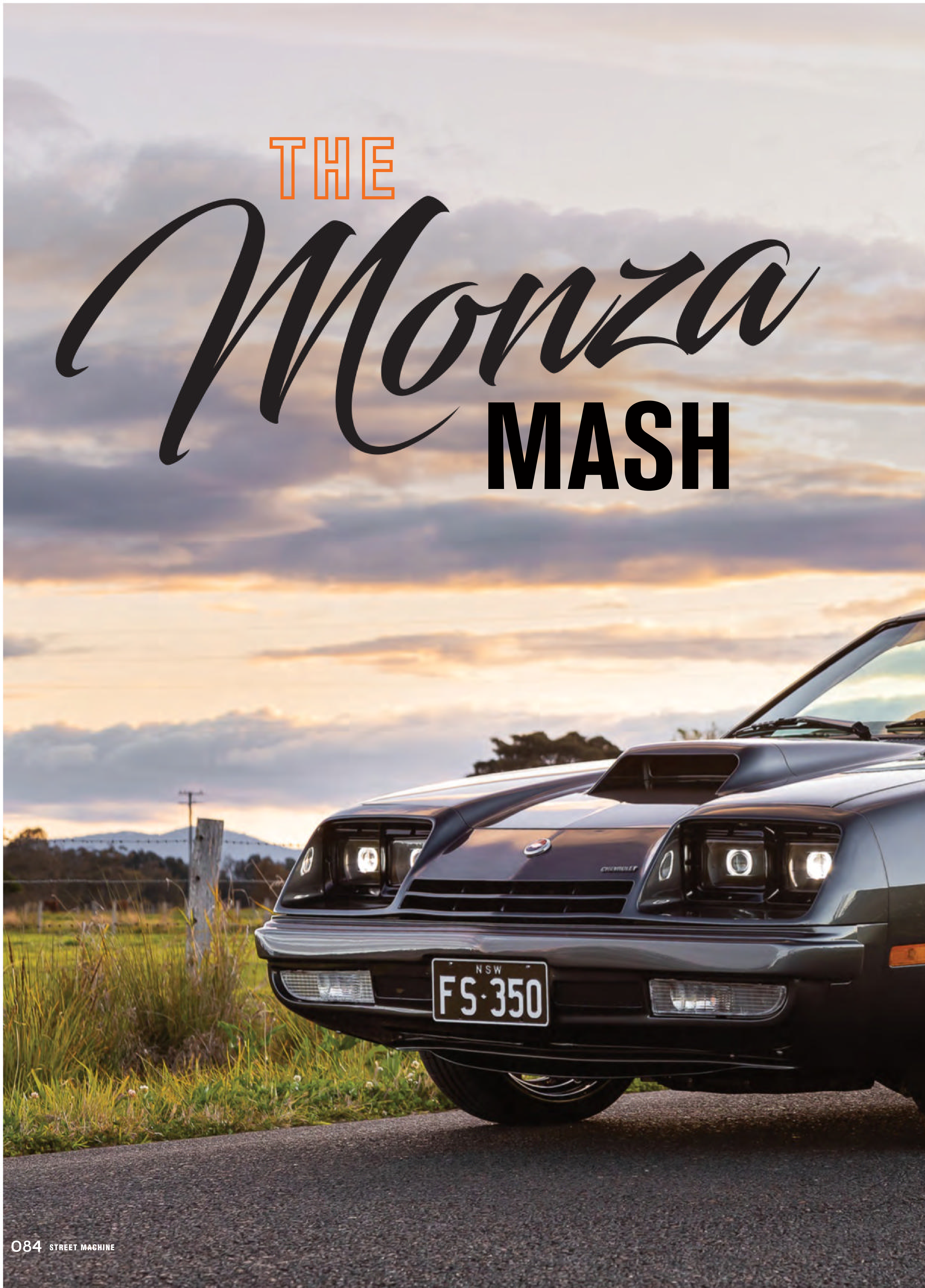
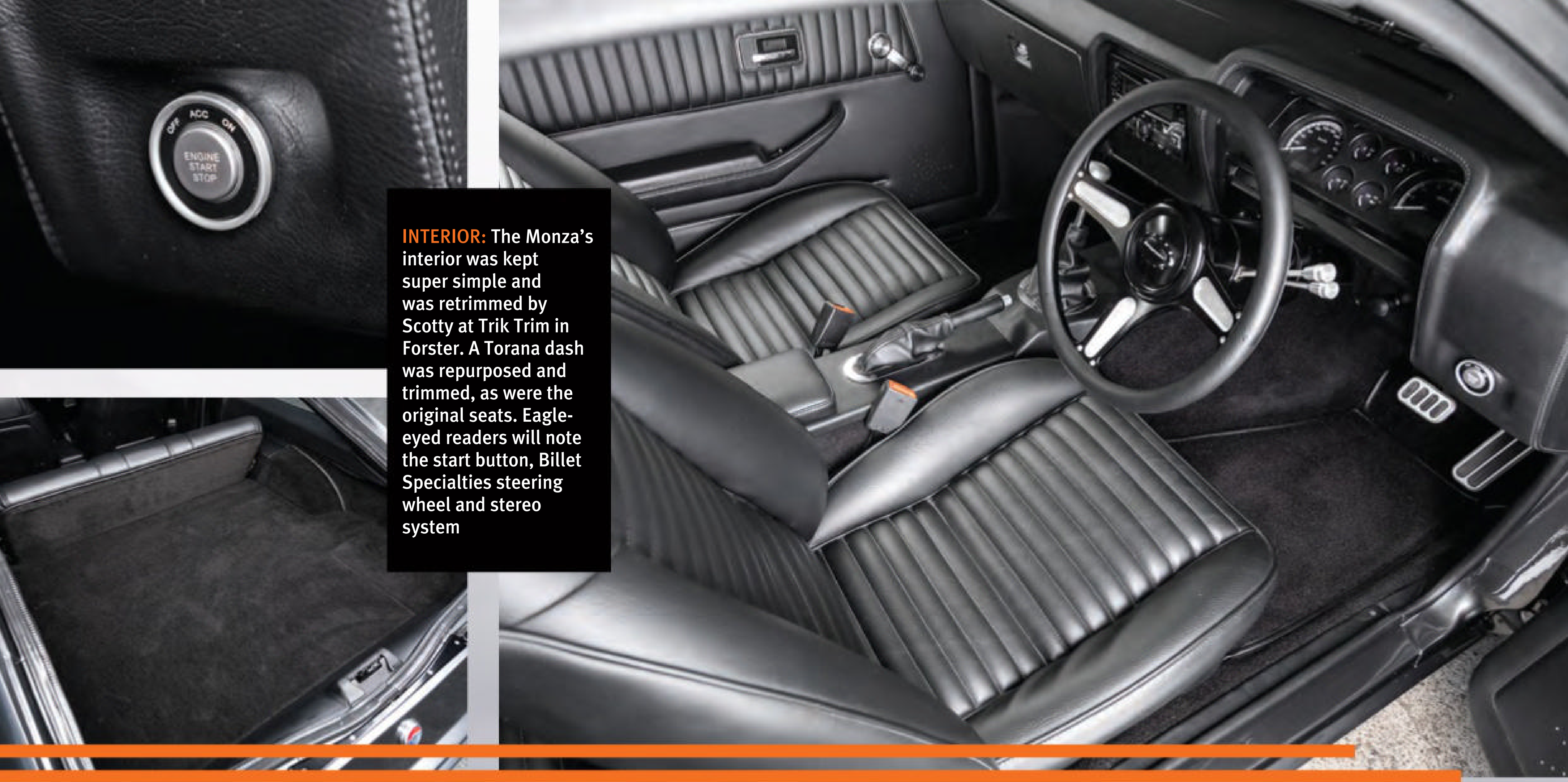
THE *Monza* MASH


NSW
FS·350
CHEVROLET

STORY KIAN HEAGNEY
PHOTOS BEN HOSKING

FALBO SIRIANNI'S DOWN TOWN KUSTOMS-BUILT CHEVY MONZA IS PART STREET CRUISER, PART PRO TOURER



INTERIOR: The Monza's interior was kept super simple and was retrimmed by Scotty at Trik Trim in Forster. A Torana dash was repurposed and trimmed, as were the original seats. Eagle-eyed readers will note the start button, Billet Specialties steering wheel and stereo system

GRAEME Brewer and his Down Town Kustoms team are no strangers to engineering and creating truly awesome street cars, and this 1976 Chevy Monza they've just finished for owner Falbo Sirianni is no different.

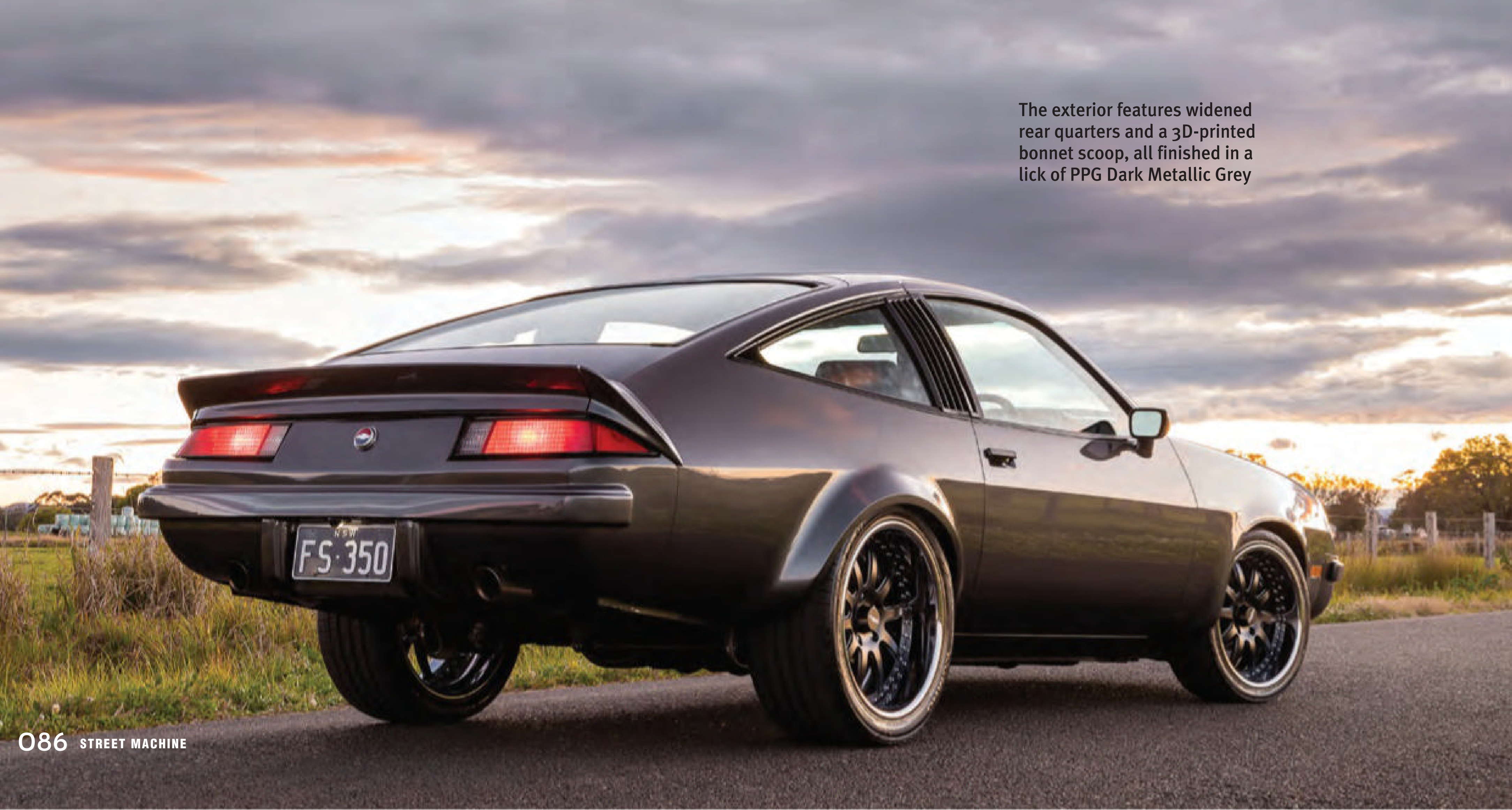
Falbo had owned the Chev for around 20 years before taking it to the DTK team, and initially he just wanted the woeful Monza rear suspension fixed up. "I'd tried taking it to a few other workshops, but it just never worked out," he says. "I then got onto Graeme, so we took the car *[to Taree from Sydney]* and he agreed to start working on it."

Graeme could see why previous workshops had passed on the Monza, but unlike those others, he wasn't prepared to dismiss the car. "It was a bit of a mess, if I'm honest," he says of the Monza's state at the time. "The rear guards were full of bog, the right-hand drive conversion was very poor, it overheated easily, and as we dug in, we found more things that needed to be done."

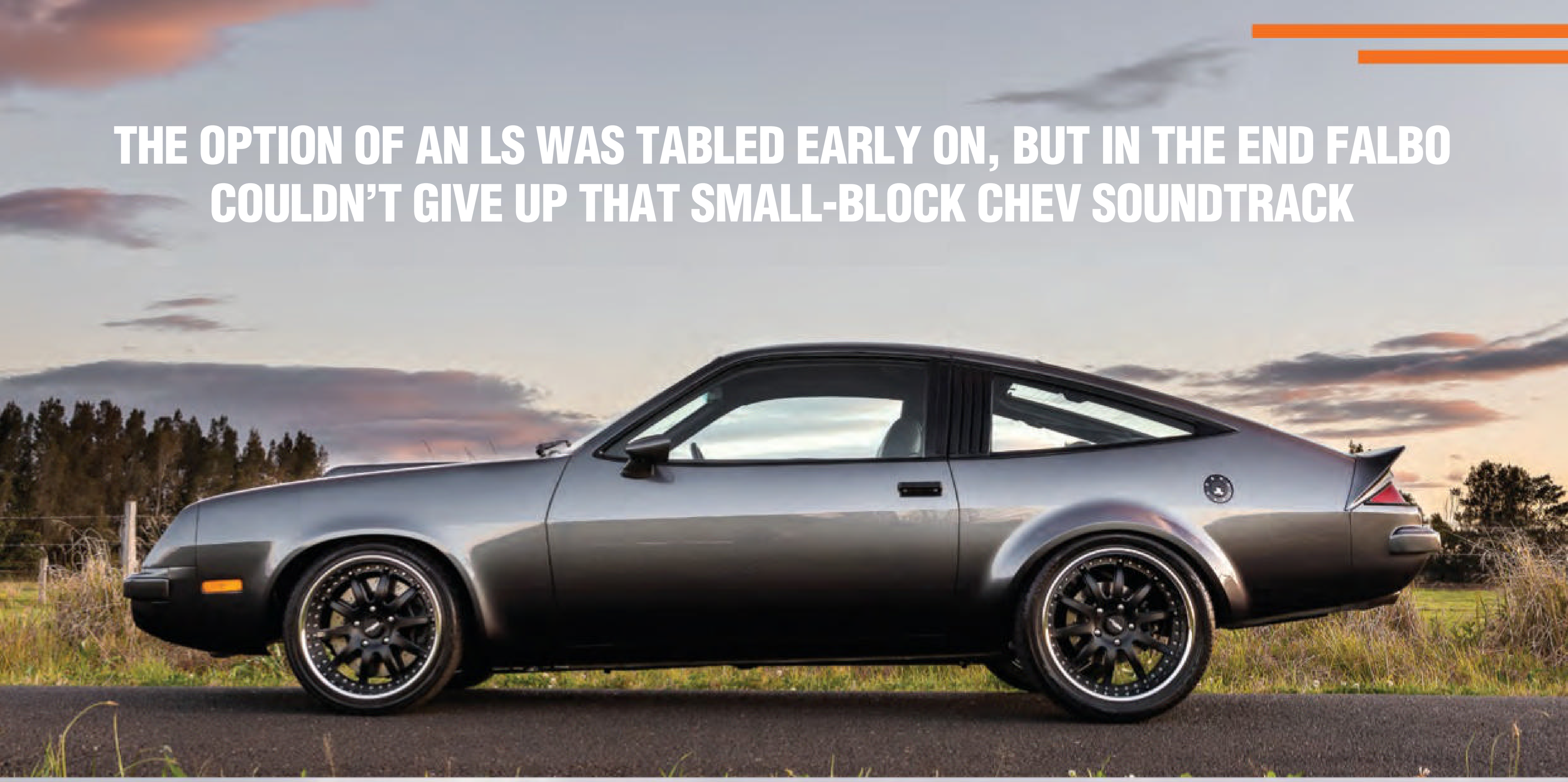
The boys completely stripped the car down and set about re-engineering it from the ground up.

These Monzas aren't what you'd call well-endowed when it comes to sophisticated suspension, so the lengths Graeme went to in order to rectify it are quite extraordinary for a street cruiser. "The factory three-link is very average, and they run a separate shock and spring, so we changed all of that," he says. The boys kept the three-link design but changed the lower bars' pick-up points on the body and all of the pick-up points on the diff in order to alter the geometry, allowing the car to actually get the power to the ground. The upper three-link mounts in the tunnel were retained but strengthened, and the DTK guys added Ridetech coil-overs and a Watt's link to control lateral movement, as the wheel and tyre clearance in these little Monzas would rival the width of a bee's appendage. "It was a tight and difficult space to work in with the factory floor," Graeme says.

Monzas have a monocoque chassis, which by the standards of 1970s American engineering was a bit like joining the ends of two bricks together with a playing card



The exterior features widened rear quarters and a 3D-printed bonnet scoop, all finished in a lick of PPG Dark Metallic Grey



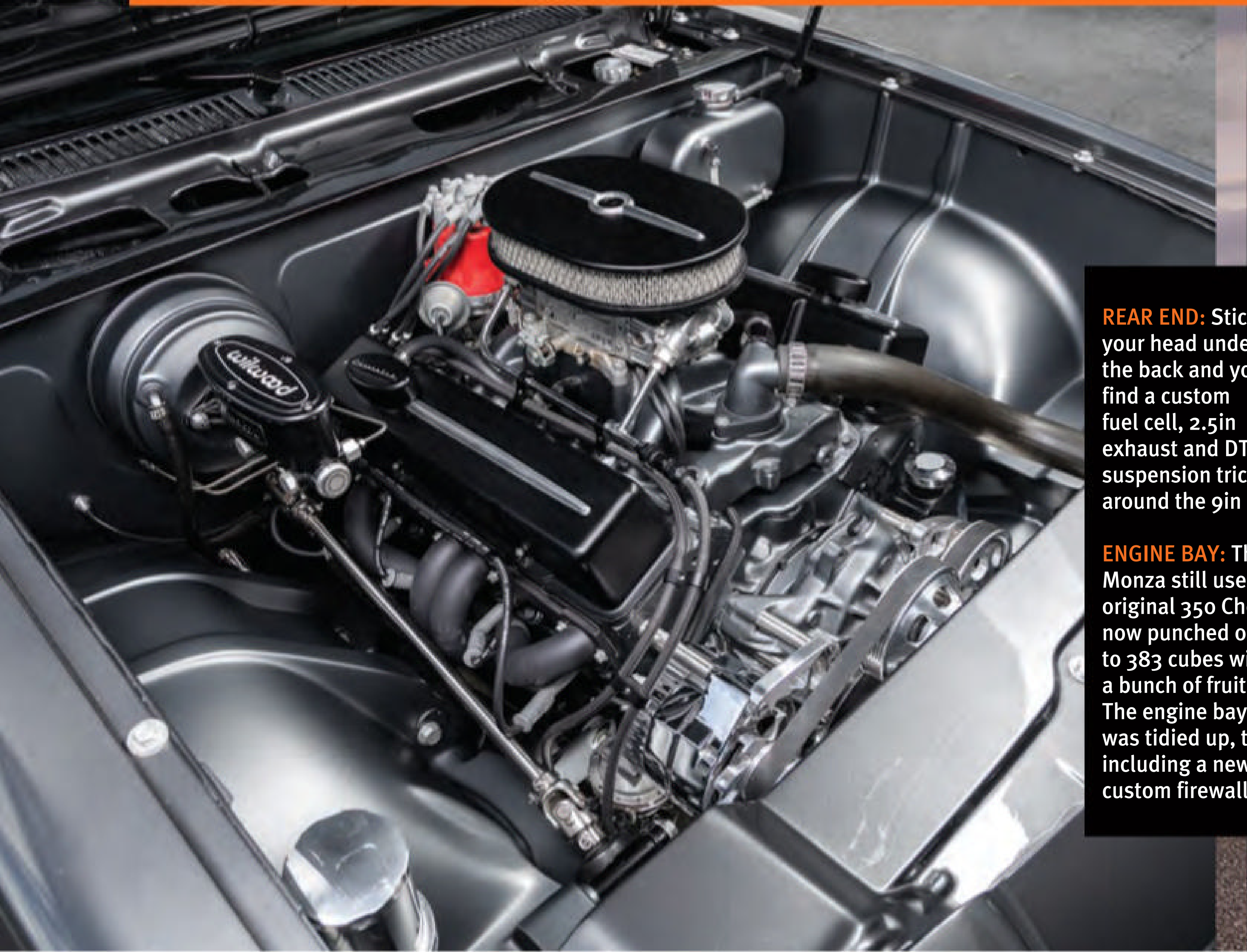
THE OPTION OF AN LS WAS TABLED EARLY ON, BUT IN THE END FALBO COULDN'T GIVE UP THAT SMALL-BLOCK CHEV SOUNDTRACK

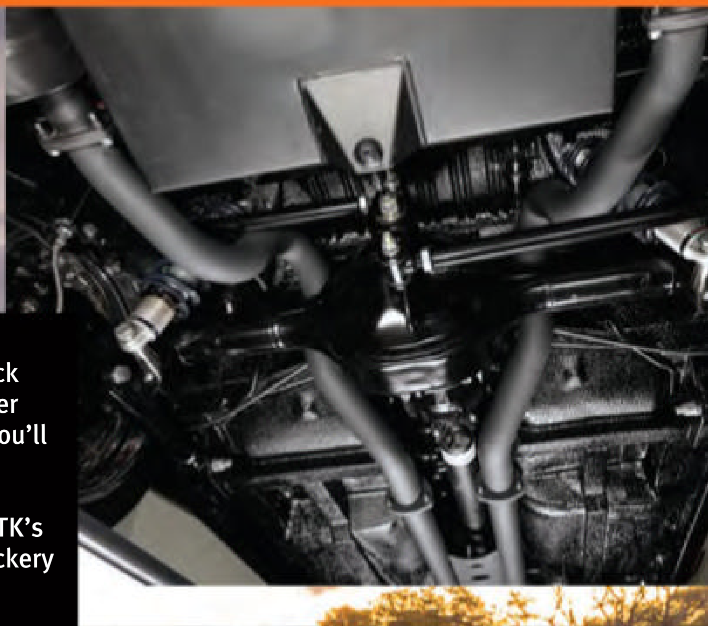
and superglue. "I didn't like it, so we added chassis rails to the car so it had some proper structure," Graeme says.

The front suspension and steering copped an even more substantial overhaul. The DTK boys used the factory pick-up points but changed just about everything else. They made custom upper and lower control arms and steering arms in-house, as well as changing to HQ spindles with Hoppers Stoppers disc brakes. Graeme set about remedying the poorly done right-hook steering conversion with an update to power-assisted rack-and-pinion. "The steering was a big challenge because of the way we had to link the steering arm to the rack," Graeme says. "We ended up using a box from a van, and linked that with some 3D-printed prototype shafts *[see sidebar, p.88]* to the steering rack, which were then made in CNC steel. Using that box changed the steering direction to the firewall, so it wasn't easy to make it work."

The bodywork DTK undertook on the Monza also can't go without a mention. The lads made a whole new firewall for the car, along with a new pair of rear quarters to fix the bog-filled ones and make room for the 18x10.5 rear wheels. "We also 3D-printed the bonnet scoop, which feeds directly to the air cleaner," Graeme says.

Speaking of air cleaners, let's talk about the powerplant in this thing. Falbo says the option of an LS was tabled early on, but in the end he couldn't give up that small-block Chev soundtrack. "I wanted it to sound like an old-school muscle car, so we decided to stick with the 350," he says. They couldn't just throw it back in stock though, so Graeme had Mick at Dyno House in Taree give the SBC a tickle. Capacity was nudged out to 383 cubes with a Scat crank and rods and Hypatec pistons. A Crow Cams stick completes the bottom end, and sealing in the whole deal is a pair of beefy AFR billet heads and an Edelbrock intake manifold. Falbo requested the package stay carby for old-school simplicity, so sitting underneath the air cleaner is a Quick Fuel 750. All up, the combo made 485hp on the dyno, which is plenty for a car that weighs in at just 1447kg.





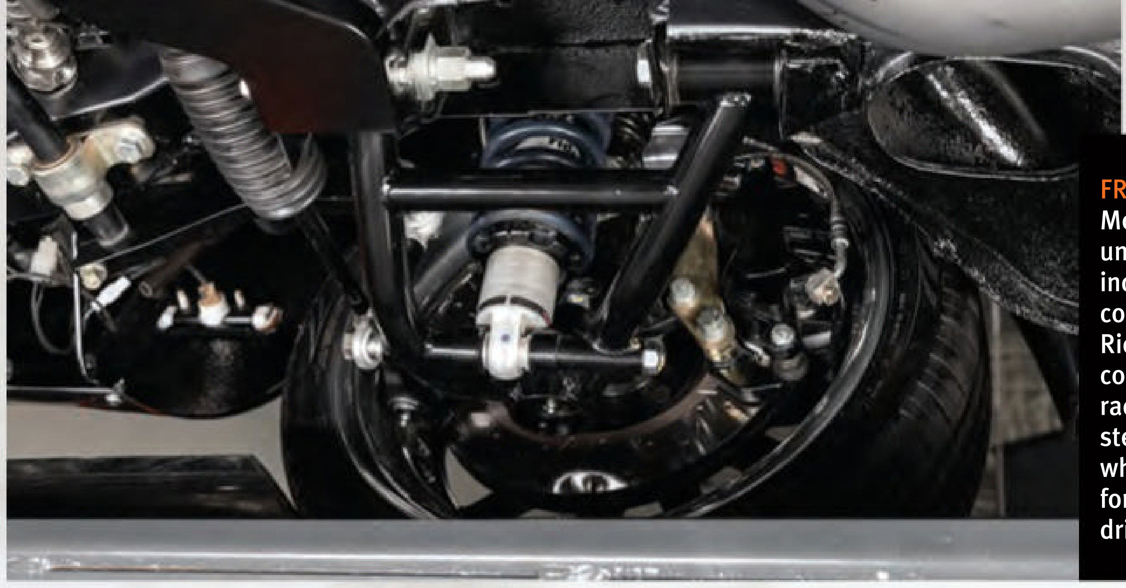
REAR END: Stick your head under the back and you'll find a custom fuel cell, 2.5in exhaust and DTK's suspension trickery around the 9in

ENGINE BAY: The Monza still uses its original 350 Chev, now punched out to 383 cubes with a bunch of fruit. The engine bay was tidied up, too, including a new custom firewall

Behind the small-block you'll find a Turbo 400 housing a street-friendly 2200rpm converter, while the Truetrac-equipped nine-inch uses 3.25:1 gearing for easy highway cruising.

To say the build was a huge undertaking would be a severe understatement, but both parties couldn't be happier with the result. "It drove like a bucket of shit when it came in, whereas now you can steer it with one finger down the freeway and it drives so nice," says Graeme. "All that suspension work means it corners like it's on rails, too; it stops and steers like a dream now."

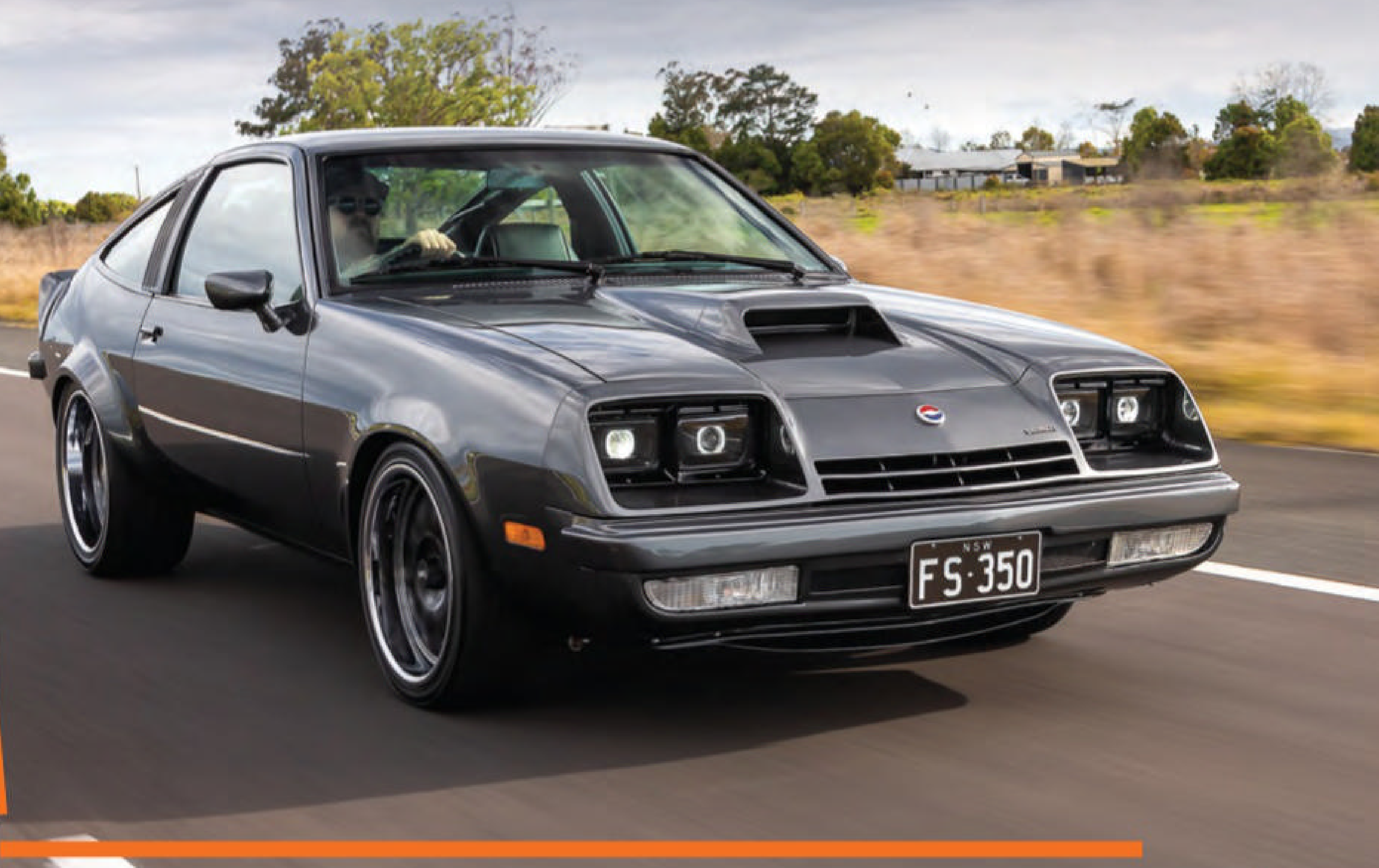
At the time of writing, Falbo was finally about to take delivery of the finished Monza. "I'm so excited; I can't really put into words how awesome it's going to feel to have the car back," he says. "I'm not going to baby it so it can go in show halls, either; I plan on driving this thing everywhere – interstate, you name it!"

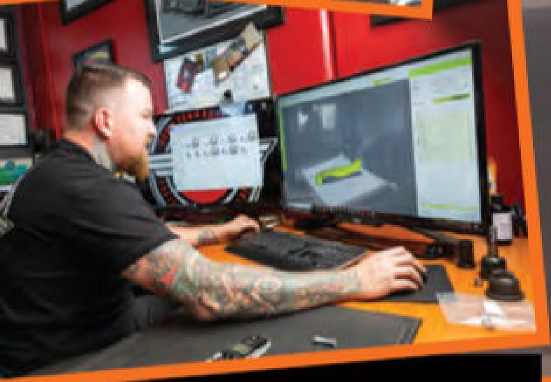


FRONT END: The Monza's front underpinnings include custom control arms, Ridetech coil-overs and rack-and-pinion steering, all of which makes for a much nicer driver

WHEELS: The American Legend rims give the Monza a pro touring look, and measure 17x8 up front, and 18x10.5 in the rear with a 265 tyre

IT DROVE LIKE A BUCKET OF SHIT WHEN IT CAME IN, WHEREAS NOW YOU CAN STEER IT WITH ONE FINGER DOWN THE FREEWAY





THIRD DIMENSION

GRAEME and his Down Town Kustoms crew have been 3D-printing custom car parts for years, and plenty of that kind of work went into this Monza. A few years back we ran a feature on 3D-printing (*SM*, Nov '19) that included the DTK team explaining how they use this kind of tech, and at the time they showed us a 3D-printed steering arm prototype (pictured above) that Graeme had whipped up for the Monza.

FALBO SIRIANNI 1976 CHEVROLET MONZA

Paint: PPG Dark Metallic Grey

ENGINE

Brand: 383ci small-block Chev
Induction: Edelbrock
Carby: Quick Fuel 750
Heads: AFR
Camshaft: Crow Cams
Conrods: Scat
Pistons: Hypatec
Crank: Scat
Oil pump: Melling
Fuel system: Holley pump
Cooling: PWR radiator
Exhaust: Stainless
Ignition: MSD

TRANSMISSION

Gearbox: Turbo 400
Converter: Accelerator 2200rpm
Diff: 9in, Truetrac, 31-spline axles, 3.25:1 gears

SUSPENSION & BRAKES

Front: Custom control arms, Ridetech coil-overs, power rack-and-pinion steering
Rear: Ridetech coil-overs, Watt's link
Brakes: Hoppers Stoppers (f & r)
Master cylinder: Wilwood

WHEELS & TYRES

Rims: American Legend Super Elite Series Blackhawk; 17x8 (f), 18x10.5 (r)
Rubber: Kumho; 205/40R17 (f), 265/35R18 (r)

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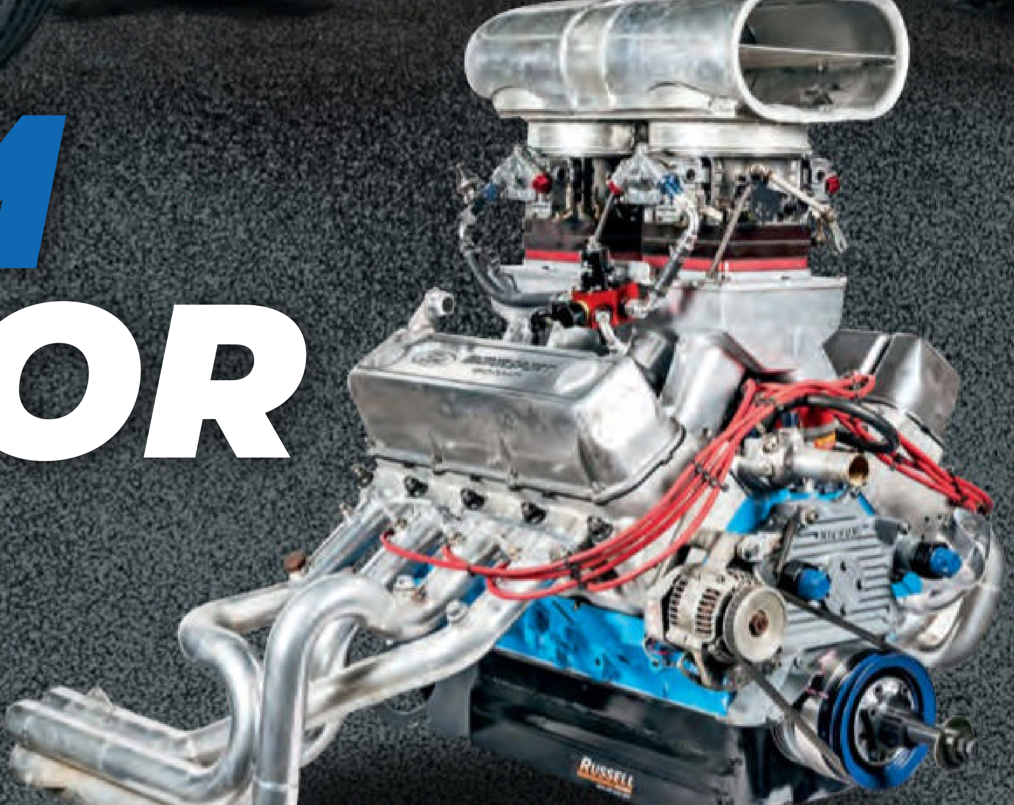

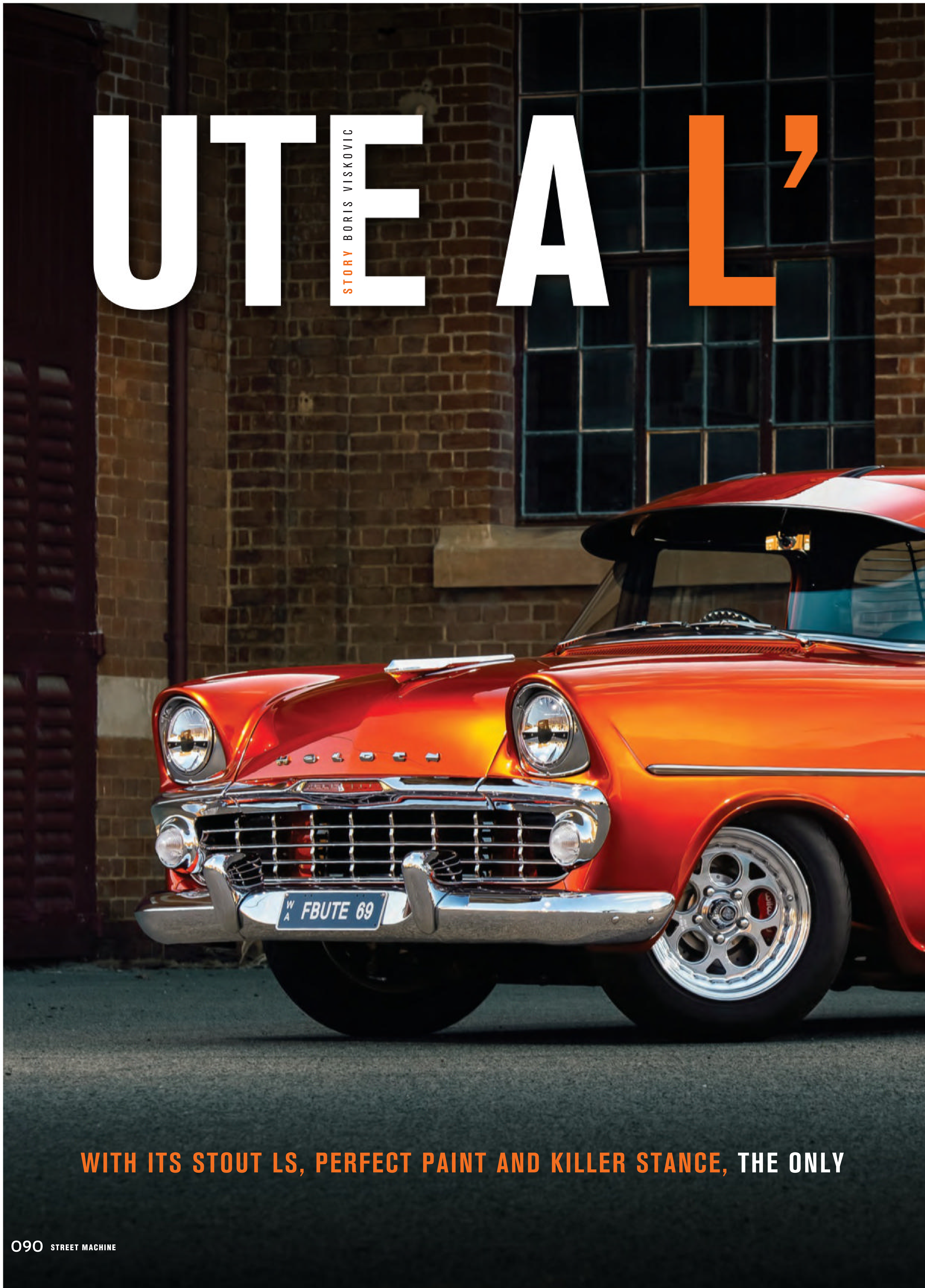
HOLDEN
WA FBUTE 69

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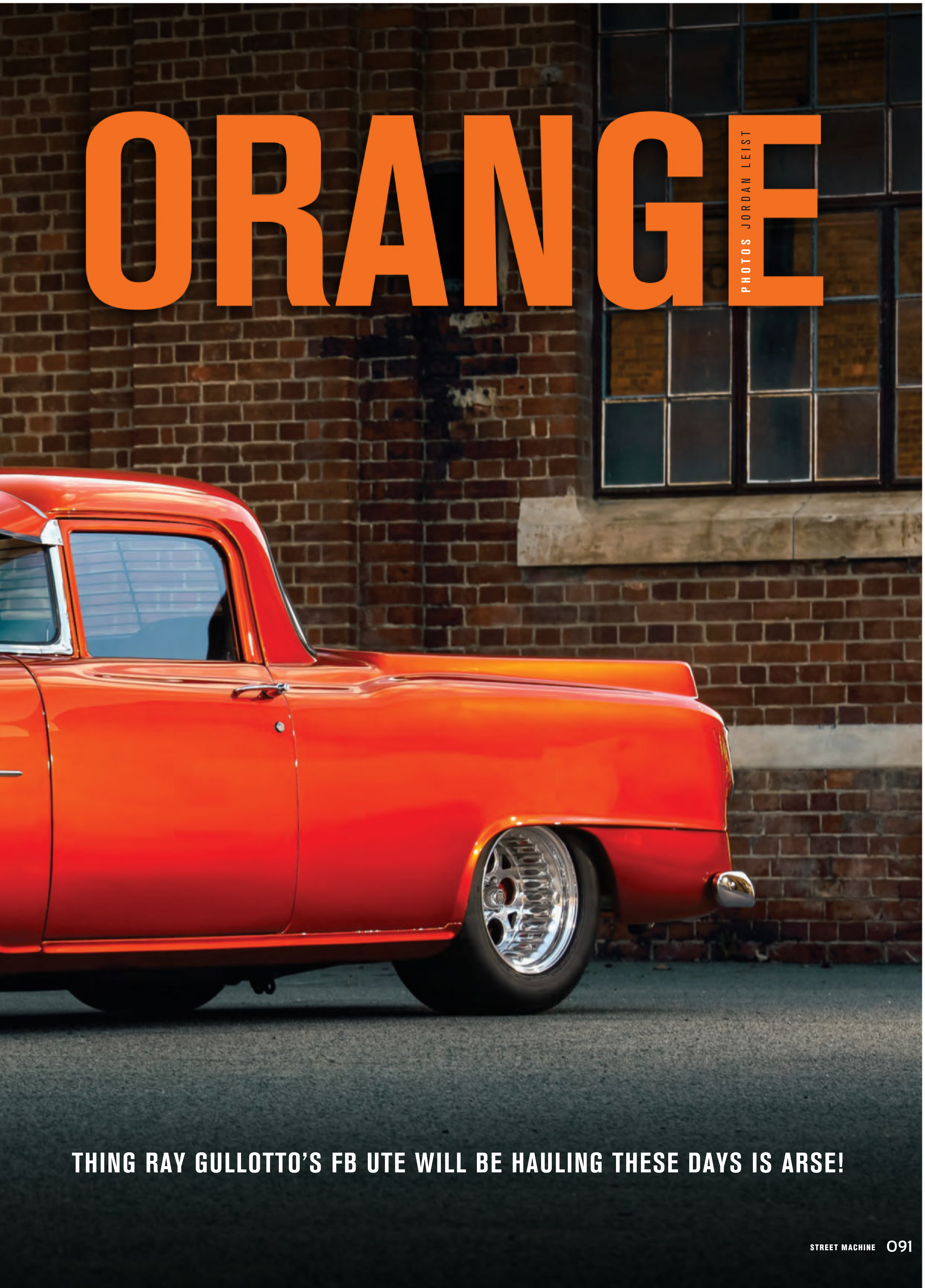
STORY BORIS VISKOVIC

WITH ITS STOUT LS, PERFECT PAINT AND KILLER STANCE, THE ONLY

ORANGE

PHOTOS JORDAN LEIST



THING RAY GULLOTTO'S FB UTE WILL BE HAULING THESE DAYS IS ARSE!

A CHANCE encounter with a clapped-out ute for sale on the roadside prompted a 10-year odyssey for Ray Gullotto, who's transformed it into one of the sweetest FB Holdens we've seen. It might look at first glance like just another Holden ute with a V8 stuffed in it, but there are a few clever tricks involved that blend modern updates with an old-school look.

Ray had that fateful meeting with the FB back in 2012. "It was parked on the side of the road for sale, so I just pulled in, had a chat to the guy and basically walked away with it," he says. "It was originally owned by a guy in Nedlands who was a house painter; he'd actually painted the car with a roller, and it looked terrible. He went over all the trim; everything was all flat black. It covered up a lot of bog and a lot of rust, which we didn't see until we had it sandblasted. I was expecting rust in it, as every old Holden is renowned for it, but it was probably double what I expected. I probably should have thrown it away, but I didn't."

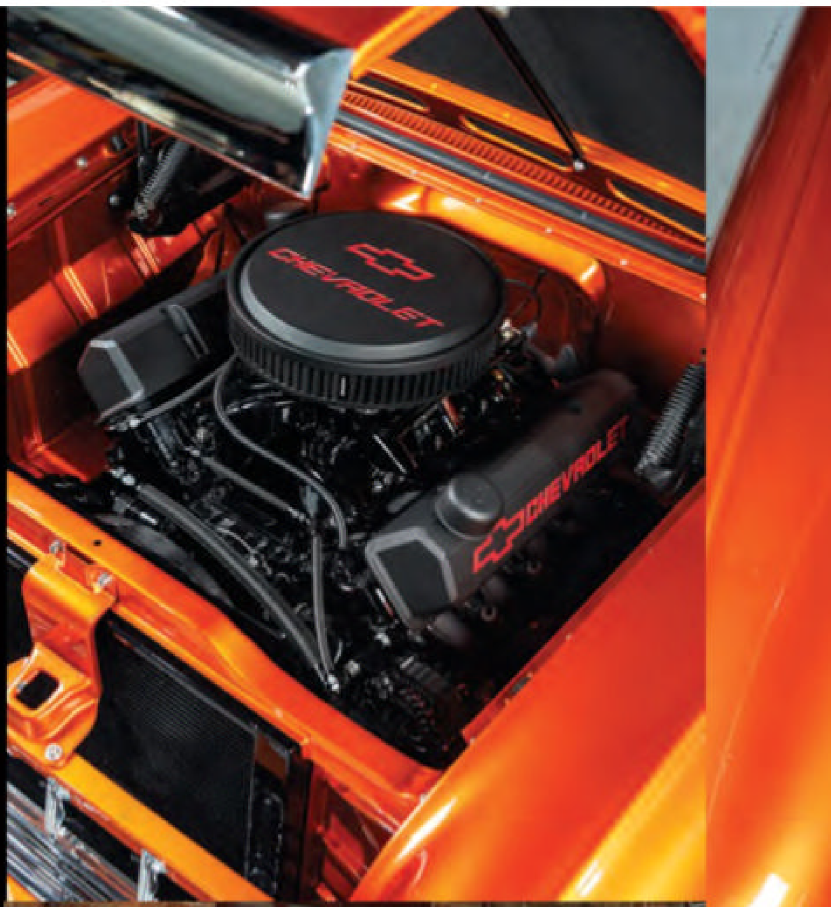
Needless to say, it took a fair bit of time and a truckload of cash to remove all that rust, replace it with fresh metal and get the ute back to its full fighting weight. Ray then took a bit of a break from the project so the bank balance could recover before sending the FB off to SCM Race Engines to get on with the next stage of the build, which involved putting in a much tougher drivetrain.

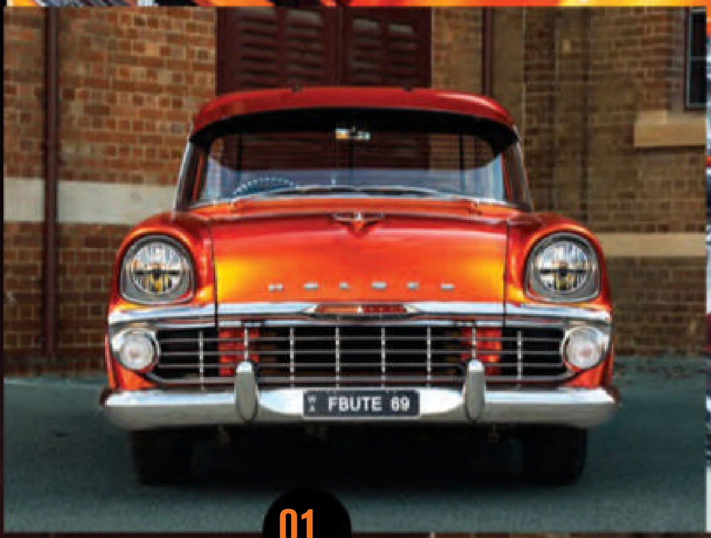
Ray chose a 5.3-litre LS, which works out to 327ci – a legendary number if ever there was one – and is also as large as you can go to get the car engineered legally in WA. It's a pretty mild combo with a stock bottom end, but it's had some tweaks up top with a Crane came with 224/230 duration, Crane springs and LS7 lifters. The intake is an Edelbrock dual-plane with a 750cfm QFT carb. With the small-block rocker covers hiding the coil packs, you could easily mistake the mill for a good ol' SBC. "I wanted the old-school look because it's an old-school car. In my book, injection detracts from that look," Ray says.

Backing up the stout little LS is a Turbo 350 and 4000rpm high stall from AllFast, while the four-linked nine-inch diff was supplied by Final Drive and is filled with a Truetrac LSD, 31-spline billet axles and 3.9 gears. The rest of the ute's underpinnings are more than up to the task as well, with a CRS tubular IFS with rack-and-pinion steering up front, Strange adjustable coil-overs all 'round, and cross-drilled and slotted discs on all four wheels clamped by Wilwood four-spot calipers.

As you would expect, fitting the narrowed nine-inch, four-link, 15x10 rims and 12-inch-wide rubber meant the rear cargo area needed a complete rework. "The only thing original in the back end is the outer panels; everything else is all new," Rays says. "From the back of the cab to the tailgate is all new tubing and sheet metal." You may also notice the ute's clean flanks, devoid of the fuel filler cap that normally sits just behind and above the rear wheel. Instead, the new tank sits below the floor and is filled from inside the tray, which might be a problem if you're carrying a load of gravel, but it's unlikely Ray will put his ute through any such hardships.

With the fabrication completed, the car





01

IT WAS ORIGINALLY OWNED BY A HOUSE PAINTER WHO'D PAINTED THE CAR WITH A ROLLER. IT LOOKED TERRIBLE

01 The original grille got lost at some point during the build, so Ray replaced it with an EK version, which he prefers the look of anyway. The visor is a nice touch, too, and helps lower the roofline, as does the one-piece side glass

02 The engine bay is super tidy, with the blacked-out donk a nice contrast to the bright orange paint. The Chevrolet-branded dress-up gear does a pretty good job of disguising the 5.3L LS, and the fuel injection has been tossed in favour of an Edelbrock Performer RPM dual-plane intake and 750cfm Quick Fuel carb. The custom headers have 1.75in primaries that feed into a twin exhaust system

03 You'd be hard-pressed to find a cleaner-looking FB ute. The fuel filler has been shaved, as have all the badges, but there's just enough jewellery with the chrome trim, door handles and bumpers to offset the candy orange

CHEVROLET
WA FBUTE 69

02

03

01 The cargo area has been completely fabricated from scratch and sprayed with a urethane two-pack. The rear of the cab was moved back to allow more space behind the seats – and did you spot the custom-made, one-piece rear window?

02 The tubs and step-up in the cargo area are a bit of a giveaway that this FB is packing some serious rubber and a four-link underneath

03 While there's not much of it, the interior is stunning. The pattern on the seats and door cards has a modern yet classic look, and flows into the kick panels. The standard dash houses modern electric gauges, and all the switches have been replaced by push buttons. There's even an electric handbrake activated by a button on the console

I TOOK IT TO FREMANTLE ONE DAY AND HAD PEOPLE STOPPING ME IN

was sent off to Sam and Colin Carameli, who did all the bodywork and got it dialled in so that Ben at Kustom Rides Panel & Paint could lay on the candy orange hue, which is based on a Mazda colour. Depending on the light, it flips from dark bronze to golden orange. That's awesome for us to look at, but can be a real pain to photograph. However, I think you'll agree that Jordan Leist did a pretty stellar job of catching the paint's different moods.

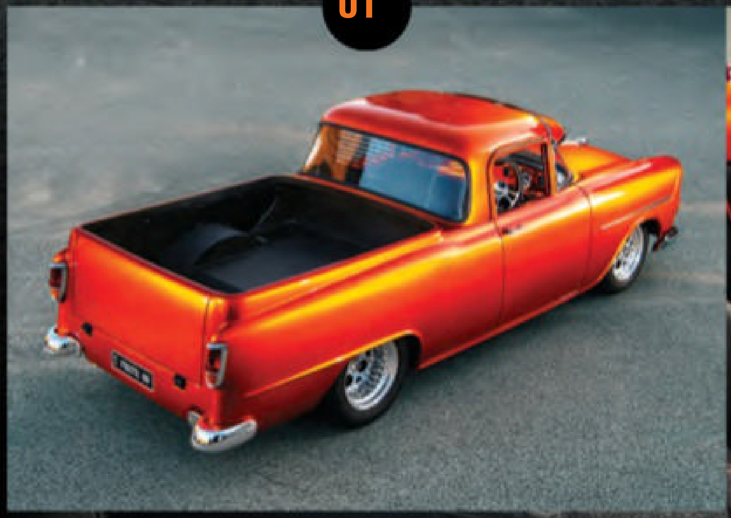
The interior is another example of cleverly mixing the old with the new. The bucket seats are out of a Subaru, but they've had their headrests removed and been retrimmed in Mercedes leather in a custom pattern that Ray and the team at Trimcare came up with. They also trimmed the custom centre console, which was fabricated by Paul at Grgic Bros Automotive and houses the ratchet shifter, electric window controls, electric park brake and the controller for the hidden Kenwood sound system. The latter punches out the tunes through Rockford Fosgate speakers.

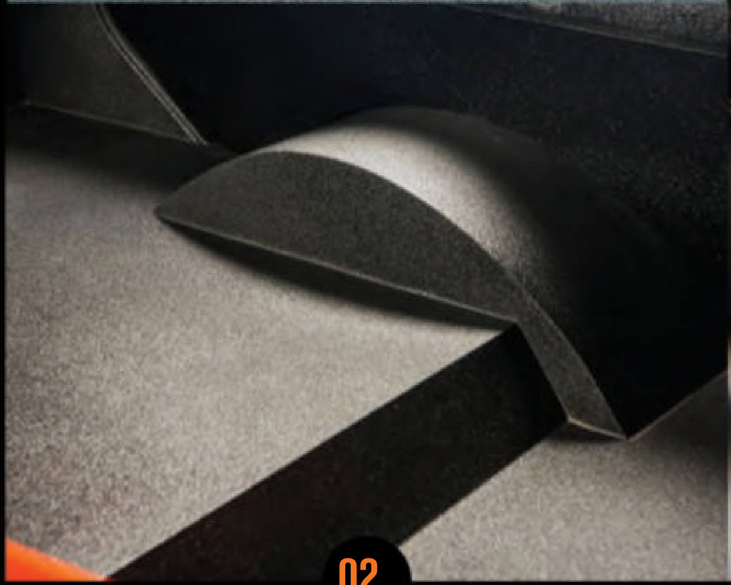
The dashboard follows the same mantra of modern tech with old-school looks, and features electronic gauges, LED lighting and push buttons instead of switches. "That was just to get rid of the old knobs that were very unreliable, and to have a clean look," Ray says.

All of that hard work would have amounted to nothing if Ray didn't get the ute's stance and the wheel-and-tyre combo right, but I'm sure we can agree that he absolutely belted that one out of the park. With the complete replacement of the suspension, the ride height could be dropped considerably without any loss of suspension travel. The 15x6 and 15x10 rims give it that pro street stagger that we all love, and everything just tucks in perfectly.

While it might have taken a decade to get there, the results speak for themselves; this FB is a real head-turner when Ray takes it out for a cruise. "I took it to Fremantle one day and I had people stopping me in the middle of the street just so they could take some photographs," he marvels. "I like old cars because you've actually got to drive them, whereas new cars more or less drive themselves. It's a pleasure to drive."

01





02

RAY GULLOTTO FB HOLDEN UTE

Paint: PPG Candy Orange

DONK

Type: 5.3L LS
Inlet: Edelbrock Performer RPM
Carb: Quick Fuel 750cfm
Heads: Standard
Valves: Standard
Cam: Crane
Pistons, crank and conrods: Standard
Radiator: Brown's custom radiator, 16in Spal fan
Exhaust: Custom 1.75in headers, twin system
Ignition: MSD, standard coils

SHIFT

Gearbox: AllFast Turbo 350
Converter: AllFast 4000rpm stall
Diff: 9in, Truetrac, 31-spline billet axles, 3.9:1 gears

BENEATH

Front: Castlemaine Rod Shop IFS and rack-and-pinion steering, Strange coil-overs
Rear: Strange coil-overs
Brakes: Wilwood cross-drilled and slotted discs, four-spot calipers (f & r)

ROLLING STOCK

Rims: Center Line Convo Rev II; 15x6 (f), 15x10 (r)
Rubber: Mickey Thompson Sportsman S/R; 26x6.00R15 (f), 28x12.00R15 (r)

THANKS

Sandro at SCM Race Engines; Grgic Bros Automotive; Ben at Kustom Rides for the paintjob; Sam and Colin Carameli for the panel-beating; Trimcare for the interior; Final Drive for the diff and tailshaft; AllFast for the transmission and converter

THE MIDDLE OF THE STREET JUST SO THEY COULD TAKE SOME PHOTOS

03

STORY SIMON MAJOR **PHOTOS** SHAWN McCANN & *SM* ARCHIVES

SAFETY DANCE

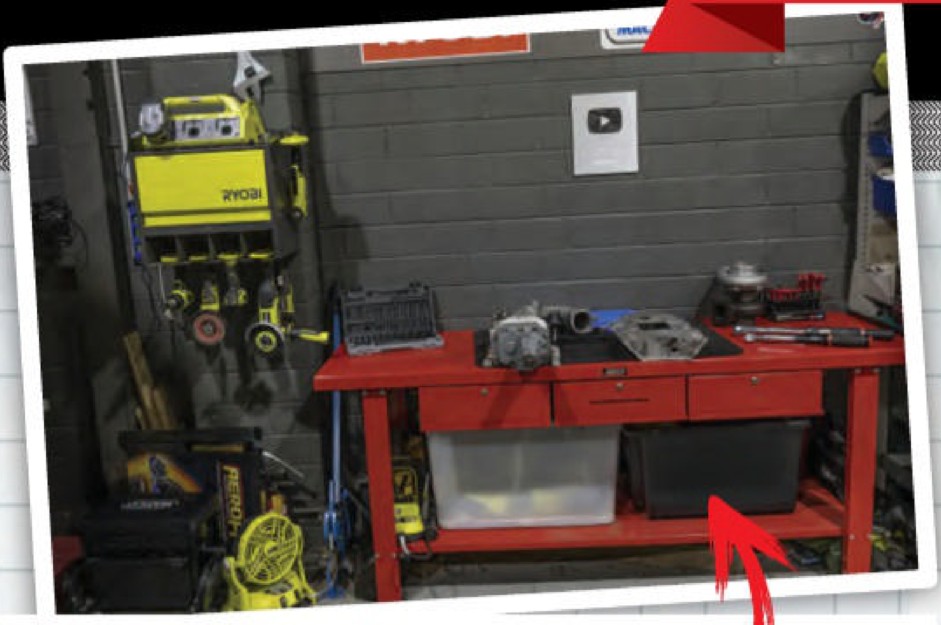
> WHEN IT COMES TO SLINGING SPANNERS ON CARS, IT'S ALL FUN AND GAMES UNTIL SOMEONE LOSES AN EYE. HERE ARE OUR TIPS TO HELP YOU STAY SAFE IN THE SHED

WE'VE all winced at those photos and videos online of somebody giving themselves a nasty injury while working on cars. I've got form in that regard myself – as a young bloke, I famously squished the edge of my tockley with a Valiant Hemi cylinder head!

So it's with the voice of painful experience that I humbly offer you some tips on how to stay safe while wrenching away on your project car. Many of these may seem like common sense, but sometimes it's the thing you least expect that can have the most serious long-term ramifications.

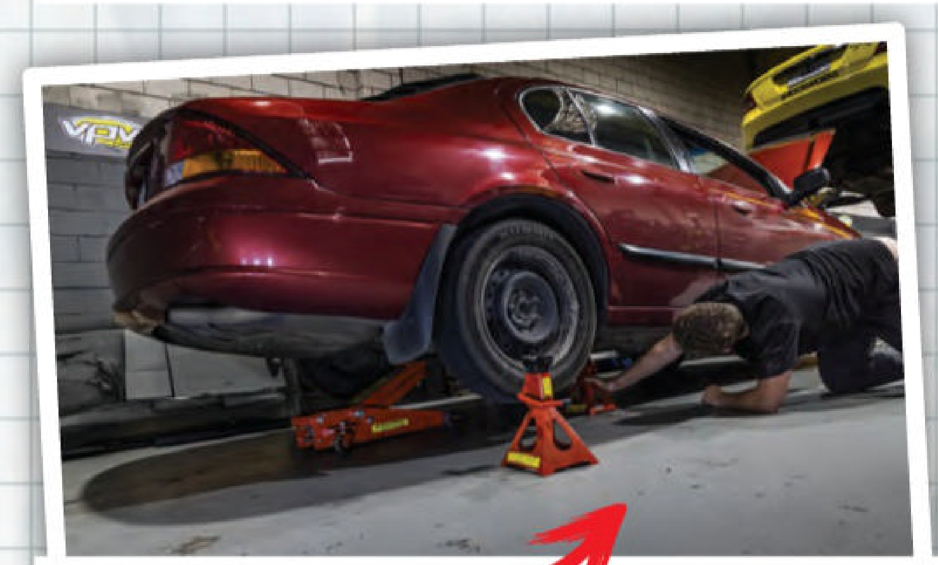
RYOBI
SPEEDPRO
PIN·592

SAFETY TIPS



KEEP IT CLEAN

MOST of the accidents I've seen over the years have been due to working in a messy environment, so make sure you keep your shed clean and tidy. Set things up so that there aren't extension leads, parts, tools or other trip hazards lying around, and make sure you have enough room to move around comfortably. Mop up any fluid spills as soon as possible. It will all add up to a safer, more productive and more enjoyable working environment.



SUPPORT SYSTEM

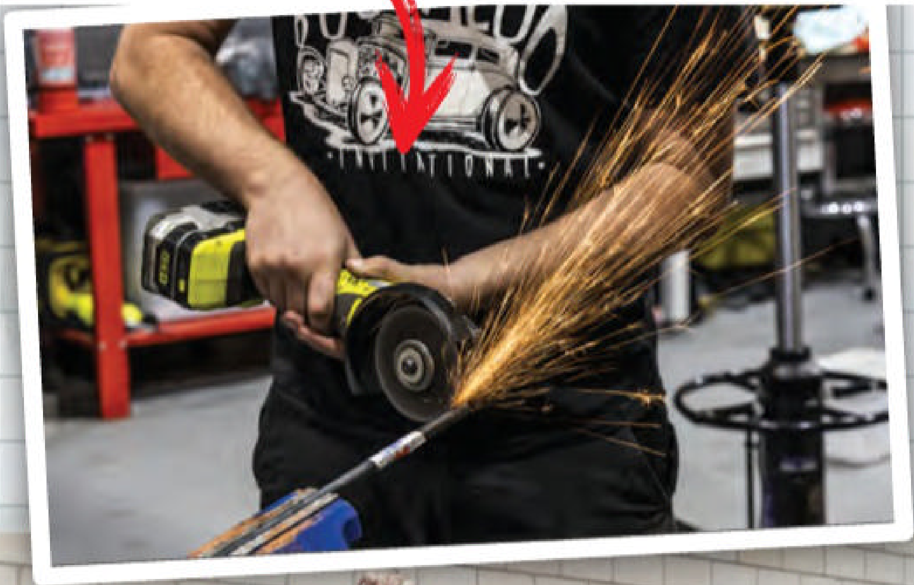
NEVER – and I mean never – get underneath a car that's supported only by a trolley or scissor jack – or any type of jack, for that matter. Jacks can and do fail, and the results can be fatal. This isn't just an old wives' tale, either; I've seen this happen many times in my day job over the past two decades.

UNPLUG

DISCONNECT your car's battery every time you're doing anything more involved than a simple oil change. Not only will it prevent accidental sparking due to dropped tools, or shorting on the starter motor or alternator, but it will also stop electrical system damage should you need to break out the welder for more serious repairs.

ON GUARD

KEEP all guards and shields in place. Ignore what all those YouTube shows tell you; guards and shields are there for a reason, so use them, especially on grinders. Having a cutting disc explode at a zillion rpm will more than likely hurt like hell. Most tools have adjustable guards as well, so angle them correctly for maximum efficiency. I went guardless once while cutting some water pipe; the grinder jammed and kicked back at me, and the blade sliced through my boardshorts literally millimetres from my wedding tackle! I'm sure you're beginning to sense a theme here…



TOOL RIGHT

USE tools correctly and for their intended purpose. Both hand and power tools can inflict serious damage on your soft parts if used incorrectly. Screwdrivers might make for great chisels, but they can easily break, and while hitting two hammers together might seem like a perfectly safe thing to do, I can guarantee you it's not. Let power tools and their respective attachments work at their own speed; forcing blunt drill bits or pushing cut-off wheels beyond their capabilities can see things quickly turn pear-shaped.

HOLD YOUR FIRE

IT'S probably not the best idea to blow yourself up or set yourself on fire, and it's easier to do than you might think. Many automotive tasks involve flammable liquids or materials, so whether you're just changing your fuel filter, dropping a fuel tank out or moving flammable liquids around the shed, keep your lit durry well away and avoid showering anything volatile with sparks or the like. Vapours are often more flammable than the flammable items themselves, so be especially careful of open ignition sources and static electricity when filling or shifting empty or near-empty flammable-item containers. Keep yourself and these containers properly grounded. Wear rubber-soled shoes, and move drums using a rubber-wheeled trolley – whatever you do, don't roll them along on their side. It's also easy to lose track of your surroundings while welding, so make sure you stop regularly and look around to make sure you haven't set yourself, your car or anything else on fire.

STAY ALERT

FEELING crook, hungover or rapidly becoming three sheets to the wind? We all enjoy a beer or three in the shed, but fatigue and general distraction can quickly see things take a bad turn if you're not properly focused on the task at hand. Good concentration and safety go hand-in-hand, so if your mind really isn't on the job, it's best to close things up for the day, or choose a simpler, more mundane task that'll keep you out of harm's way by default.

GENERAL ELECTRIC

MAKE sure your electrical tools and equipment are in a safe operating condition, and keep them away from wet areas and flammable gases and vapours. I once tripped the safety switch at home after my midsummer sweat dripped into a buzzing grinder. Most houses will have a safety switch nowadays, but it's good insurance to have a proper Residual Current Device (RCD) nestled in your shed fuse box, or run your power tools through a portable safety pack – just in case.

LEARN STUFF

KNOW how to safely carry out a particular task. It might seem un-Australian to read instructions or workshop manuals, but prior to doing a job for the first time, it's a good idea to ask any mates in the know for advice, or spend a few minutes on the Google or YouTube to get some pointers about how it's done and what tools you may need. Just ask anybody who has zipped apart a MacPherson strut assembly on a bench without using a spring compressor, or disconnected the tailshaft on an unchocked vehicle that uses a transmission park brake and subsequently rolls away.

MOVE IT

USE the right tools and equipment to help get a job done safely. This is pertinent for both your immediate safety and your long-haul good health. Engine cranes, for example, are not just great for plucking out donks; they, along with wheel dollies equipped with a ratchet strap, are also handy for shifting engines and other heavier items like transmissions and diffs around your shed. Manually lifting and carrying such items will take its toll on backs and knees of all ages, and dropping one can quickly convert your big toe into a pikelet.

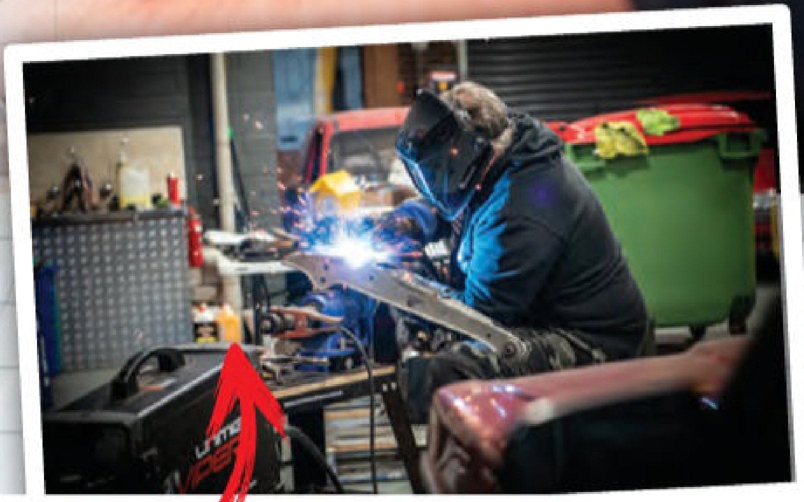
PERSONAL PROTECTIVE EQUIPMENT

EYES

IT IS a scientific fact that high-pressure squirts of fuel and carby cleaner – not to mention tiny pieces of flying metal – are sexually attracted to the human eyeball, and your servo sunnies aren't going to be up to the job of protecting your precious orbs. Safety glasses are cheap as chips, so buy a few pairs. Better still, go for proper safety goggles and full face shields that offer the best protection. And another hot tip: replace the bloody things when they get scratched or kicked along the floor too many times, so you can actually see what you are doing.

EARS

HEARING loss isn't something you tend to think about when you are young and dumb, but take it from me, it isn't much fun when you get older. So, wear some decent earmuffs or earplugs when you're grinding, sanding or using air tools. You'll find they'll help reduce fatigue, and you can always keep wearing them long after the job is done for some well-earned peace and quiet!



FACE

YOU might think your hand-eye coordination is on-point, but shutting your eyes at the same time as striking the welding torch will eventually be mistimed and your peepers will feel like they've been filled with sand. Best to invest in a quality welding mask that's tailored for your intended welding type, adjusts to your head correctly, and will hold said adjustment for the duration of your weld time. Many of the cheaper ones require constant nip-ups to stay snug on your melon, which can be annoying.

FEET

WHILE it is tempting to work in thongs, closed-toed shoes are much better. Boots are even better still, with steel-caps the ultimate. Decent footwear not only helps reduce the hurt when you stub your toe or drop a socket set on your foot, but protects against nasty spills and burns, too. Oh, and make sure you wear decent socks, as I guarantee that a welding or grinding spark will find its way between your boot and naked foot and have you dancing the Nutbush in no time.

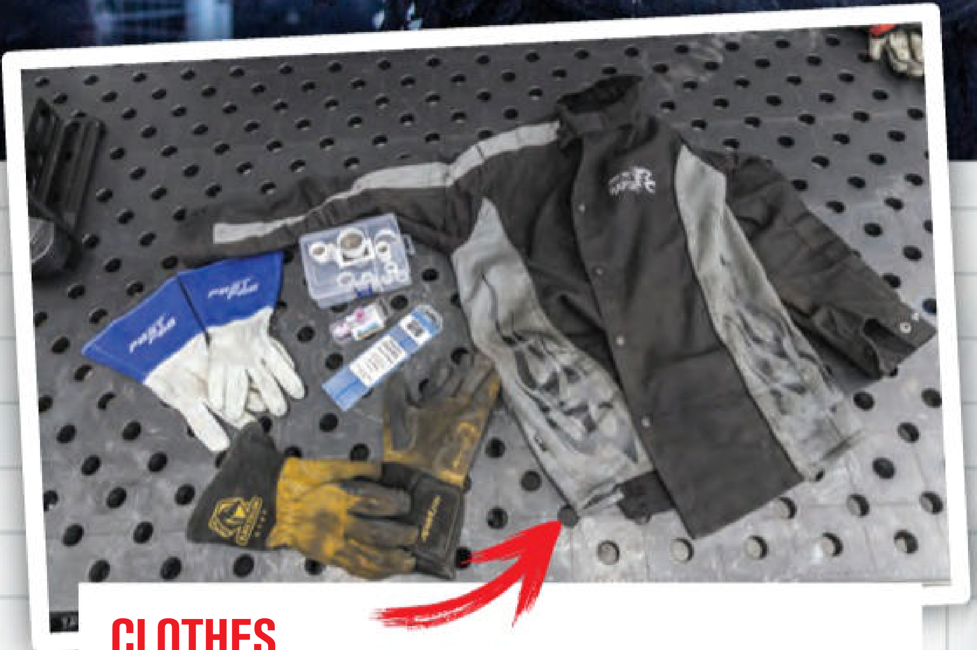
HANDS

GLOVES are a total must in the shed, not only to protect your hands from heat and damage, but to keep yourself clean, too. I find the tighter, mechanic's-style gloves to be the best, as they enable the maximum amount of finger feel. However, I also rate a box of snug-fitting disposable rubber gloves for general work and staying tidy – especially when repacking wheel bearings or needing to hold something while spray painting. Don't be afraid to chuck the fabric ones through the wash to remove any skank before the next shed session – just maybe when the missus isn't home.

FIRE RESCUE
PUMA

SKIN

NOT every job will be in the shade or protection of your shed, so if you're working outdoors, be sure to follow the 'slip, slop, slap' motto: slip on a suitable shirt, slop on some sunscreen at regular intervals, and slap on a hat. It doesn't take long to feel the heat, especially if you're spending a few hours on the sander or working hard with the pressure cleaner, and the sun's UV strength can still give you a touch-up even on a cloudy or overcast day.



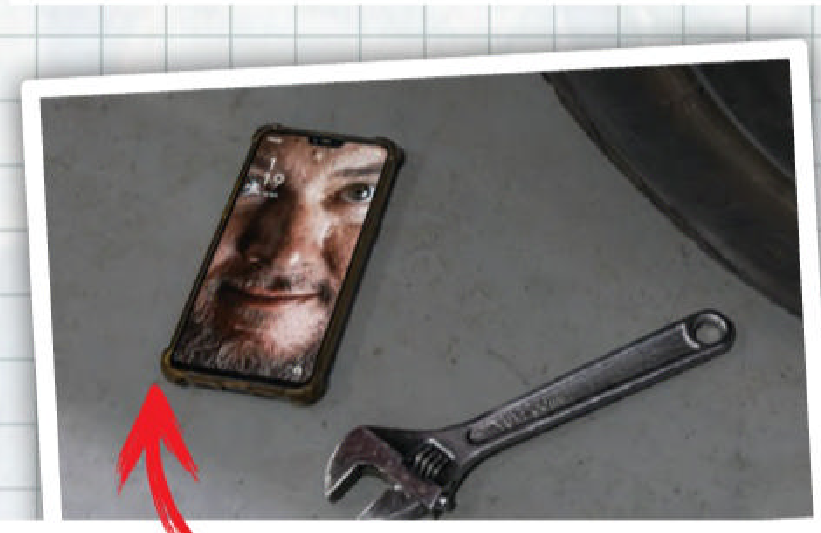
CLOTHES

BE SURE to dress for the occasion, whether it means slipping on a proper welding jacket to guard against intense heat, or a quality pair of long sleeves and pants for a day on the grinder. Wearing suitable clothing will help protect your skin from sunburn-like heat damage and spark-rash, not to mention possible exposure to spills and the like. Don't touch or lean against stuff you've just cut off with an oxy, either.

DRAG CHALLENGE

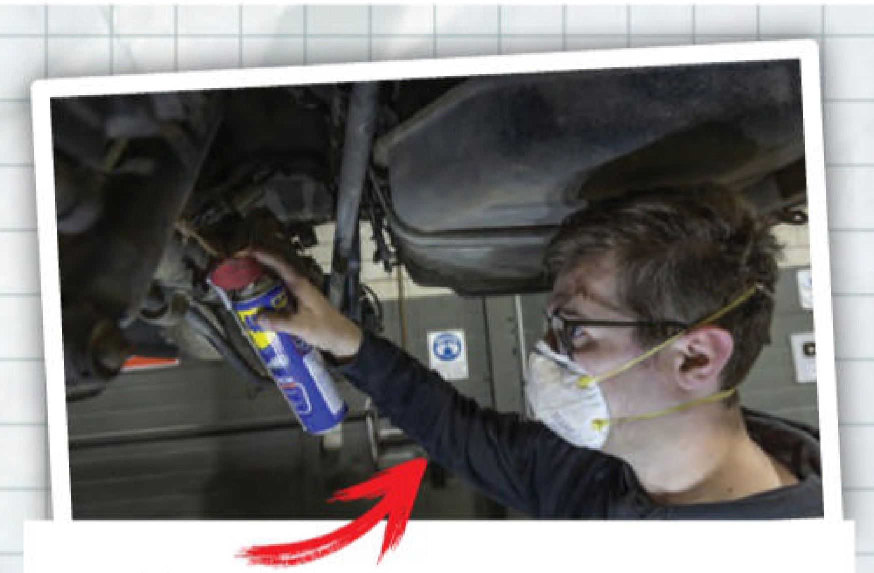
HAIR

THIS is sadly not quite the issue it used to be for those of us who are now somewhat, er, follicly challenged, but if you're a bloke still able to sport a glorious mane, or a similarly equipped lady, be sure to securely tie your hair back, unless you want to test its tensile strength around a drill press or another quickly spinning apparatus. It's a possible fire hazard, too. Apart from all that, it can be just plain awkward; just wait until you're rolling around under a car and your hair wraps itself around the wheel of your creeper.



PHONE

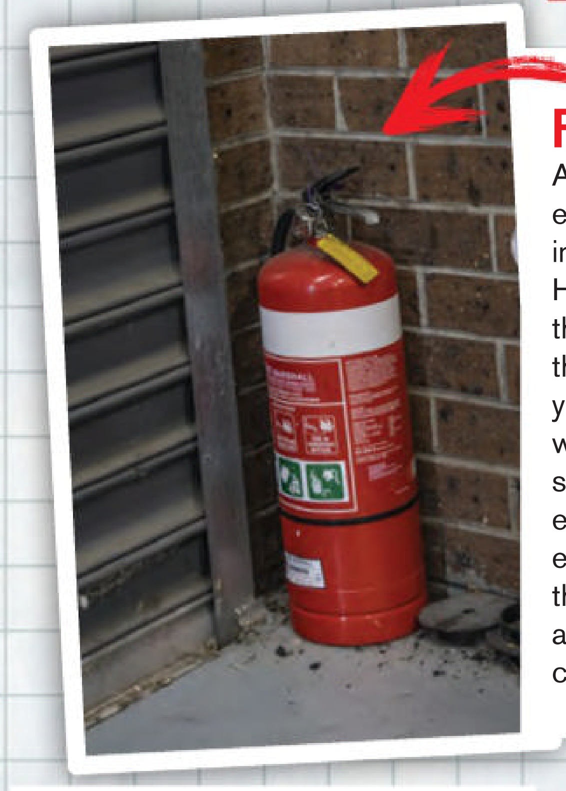
ALTHOUGH often a distraction when you're trying to make headway in the shed, your mobile phone may just be instrumental in saving your life one day. There's an 'emergency contacts' option on most phones that you can set up to automatically call emergency services, a partner, a family member or a mate by tapping a couple of buttons. Google how to set this up on your own device, but be sure to actually keep your phone on your person or within easy reach in case something goes awry. This may seem like overkill, but a lot of people have died working alone.



LUNGS

THE dust from sanding an old paintjob or fumes from chemicals or welding can be a danger in themselves, so be sure to work in a well-ventilated area. If you're really hardcore and have a bit of extra coin to throw around, invest in a mask with a ventilator set-up. Masks and respirators come in a variety of grades and applications, so be sure to pick out the one that is best suited to the job at hand.

WORKSHOP ESSENTIALS



FIRE EXTINGUISHER

A COUPLE of decent fire extinguishers are the cheapest insurance you'll ever buy. However, make sure you get the right type and ensure that they are in-date. Whether you're using them for your workshop or even in your car, spend a couple of minutes each month to check your extinguishers' serviceability on the charge dial, and give them a decent shake to mix up the contents.

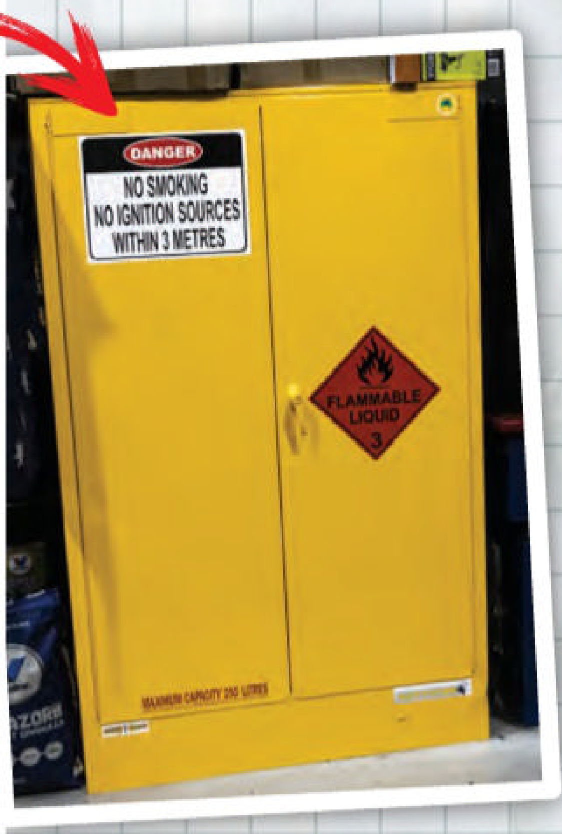
FIRST AID KIT
Castrol

FIRST AID KIT

WHILE it is tempting to just wrap a sliced hand in race tape and keep working, the nature of our hobby produces quite a dirty working environment – just ask anyone who has picked up a a serious hand or foot infection from shed work. You can never have too many Band-Aids and bandages, and be sure to keep a stock of saline and eye-flush bottles, antiseptic cream and tweezers.

FUEL & OIL CABINET

IT'S good to keep tabs on any dangerous or flammable materials or liquids you may have, which is why a lockable yet breathable storage cabinet is a must. The general rule of thumb is to position it at least three metres from the nearest ignition source, preferably in a dedicated outdoor location. A storage cabinet is not just to keep things organised and give you peace of mind; it will also keep away inquisitive hands and mouths of people – whether young or old – who may be unaware just how dangerous these materials can be. On that note, keep the lids on properly and be sure to clearly mark any potentially dangerous materials you transfer into jerry cans or the like.



LIGHTS

IT SHOULD go without saying that you'll need suitable lighting so you can clearly see what you are doing and be more alert to a possible danger. There are plenty of super-bright, quality LED and more traditional lighting options out there, and you can't go past decent portable work lamps or even a headlamp for both safety and ease of working, especially in a more confined environment.

AXLE STANDS

BLOCKS and bricks may have once been the go, but decent-quality, sturdy axle or jack stands are common and affordable nowadays, and are a must for any home workshop. I personally have a set of four of both the low- and high-base ratchet-style stands; which one I use depends on the type of vehicle. It is also handy to have these extra stands for jobs like propping up out-of-car differentials, or as a gearbox support between the front crossmember and transmission bellhousing of an engine-less ride. However, not all axle stands are created equal; ensure they are Australian Standards-approved, with the wide-base options being the most stable.

JACKS

FORGET the smaller jacks for anything more serious than changing a wheel; a wide-track trolley jack with a 3000kg rating will do all manner of jobs easily and safely, and will lift your car high enough to easily position larger jackstands correctly. If manoeuvring a standard steel jack is difficult for you, lighter-weight, aluminium-style jacks are a good alternative, and they're getting cheaper. But make sure they have a stable design and are properly rated. Single front-wheel race jacks might look cool, but their narrow tapered design can make them unstable if not used solely on solid, flat ground. Don't forget to invest in a couple of quality non-slip wheel chocks, too, to keep things stable during the jacking process.

STORY KIAN HEAGNEY PHOTOS CHRIS THOROGOOD & SHAUN TANNER

AMERICAN HUSTLE

> ANTHONY BURNS STICKS A SPICY TURBO LS IN HIS MINT R31 SKYLINE TO MAKE AN AWESOME DRAG CHALLENGE WEAPON

ANTHONY Burns is not afraid to stir the pot with his LS conversions, having successfully campaigned his aspirated L98-powered XD Falcon wagon (which appeared in *SM* in 2016) at a bunch of our Drag Challenge events.

The central Victorian and owner of Harcourt Auto Wreckers recently sold the dependable wagon as a roller, and now its motor has found its way into his 1987 Nissan Skyline R31 Silhouette – this time with a six-speed manual and GT42 hairdryer bolted to it.

Avid followers of Drag Challenge will know that this car was at our three-day DC Weekend event in Victoria in March 2022, but it nearly made its DC debut long before that.

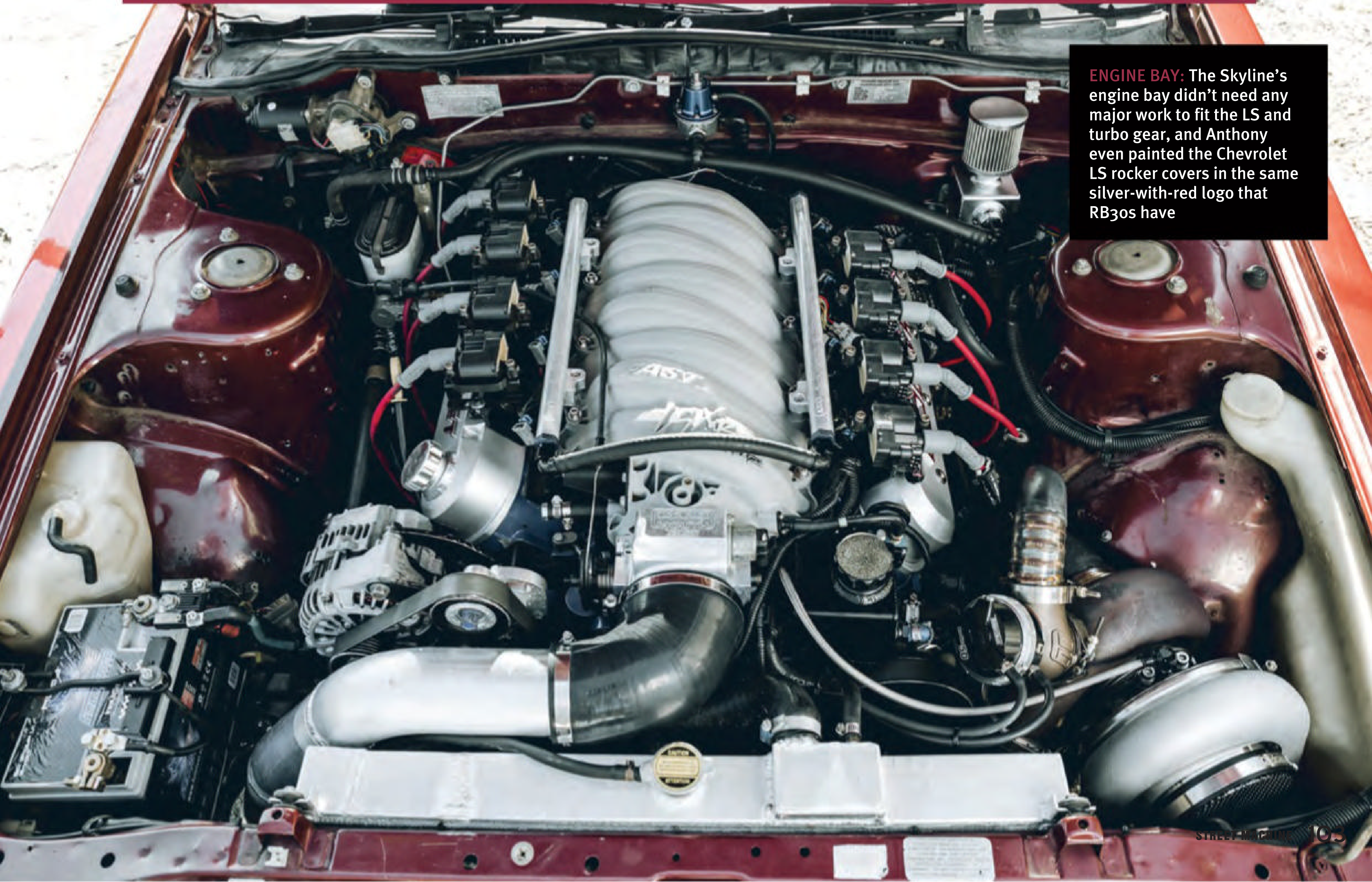
"I got it as a grandpa car from Melbourne, with clearcoat peel but all original and *[with a]* factory manual," Anthony says. "Not long before DC 2019, we found a turbo kit in Canberra for the RB30 for bugger-all, so we spent all weekend before the event bolting that on and had it ready the Sunday before sign-in day for that DC." Unfortunately, the R31 never made it to Calder Park that year. "We took it for a drive around the block and it melted a piston in the RB, so I jumped in the XD wagon the next day and did the event in that instead," Anthony says.

Fast-forward to mid-2021 and Anthony decided to resurrect the Silhouette, this time with LS grunt. "I knew it'd annoy the Skyline purists, and it's such an easy way to make good power," he says. He had an LS1 and T56 spare from a crashed VY Commodore, so he decided to use those in lieu of the original RB30 and undertook what he says was a fairly easy swap. "I had to massage the headers, but other than that, it fit pretty easily to be honest," he says. The original BorgWarner diff these things come with from birth was shortened to fit the 15x8 VMS Racing wheels with 235 radials.

The car stayed aspirated with the LS1 and successfully completed Drag Challenge Weekend 2022 with no issues, running a best

CHALLENGE BEAST: Here's the R31 at Drag Challenge Weekend back in March, when it was rocking an aspirated LS1. We can't wait to see what the turbo 6.0L combo can do at the postponed DC '22 in January!

> I KNEW AN LS WOULD ANNOY THE SKYLINE PURISTS, AND IT'S SUCH AN EASY WAY TO MAKE GOOD POWER



ENGINE BAY: The Skyline's engine bay didn't need any major work to fit the LS and turbo gear, and Anthony even painted the Chevrolet LS rocker covers in the same silver-with-red logo that RB30s have

ANTHONY BURNS
1987 NISSAN SKYLINE R31 SILHOUETTE
Class: Haltech Radial Blown

ENGINE
Brand: 6.0L LS
ECU: MegaSquirt MS3
Turbo: GT42 style
Inlet: FAST EFI manifold
Heads: Standard rectangle-port
Camshaft: GM Motorsport
Internals: Standard
Ignition: MSD
Fuel system: Walbro 250 lift pump, Walbro 450 main pump
Cooling: Alloy radiator

TRANSMISSION
Gearbox: T56
Clutch: Twin-plate organic
Diff: Shortened BorgWarner, 28-spline axles, 3.73:1 gears

SUSPENSION & BRAKES
Suspension: King Springs, Monroe shocks (f & r)
Brakes: Standard R31

WHEELS & TYRES
Wheels: VMS Racing; 15x5 (f), 15x8 (r)
Tyres: Mickey Thompson 26x6.00R15 (f), M&H Racemaster 235/60R15 (r)

DRAG CHALLENGE PB: 12.06@117mph

> **IT'S WHAT I ALWAYS WANTED WHEN I WAS YOUNGER – A STUPIDLY FAST MANUAL R31, WHICH IS WHY I KEPT IT MANUAL WITH THE TURBO CONVERSION**

of 12.06 on PULP using standard LS engine management. "It had a bit of an issue with the tune where it'd bog a bit off the line, so the 60-foot wasn't very good and I couldn't get it any faster," Anthony says.

The last-minute Drag Challenge bug bit again not long before what was meant to be DC 2022 in late October, as Anthony decided to throw the 6.0-litre L98 from his XD in the R31, this time with a turbo. "I'd always planned to turbo that 6.0-litre, and the LS1 that was in the R31 had a small crack and was leaking," he says of the move to the L98. Anthony's mate Daniel Barbary did the bulk of the work converting the L98 to turbo, using flipped cast 6.0-litre LS exhaust manifolds, custom piping, a relocation of the alternator and MegaSquirt MS3 wiring and ECU.

The boys got the conversion done and working just in time for DC '22 in October, but unfortunately we had to postpone it to January '23 due to gnarly weather. That's given Anthony the time he needs to dial in the new combo, and so far he's bloody loving it. "It's what I always wanted when I was younger – a stupidly fast manual R31, which is why I kept it manual with the turbo conversion," he says.

At the time of writing, Anthony hasn't fully wound the car up on the dyno, but he isn't really worried about horsepower numbers anyway. "On E85, it should be good for around 800hp, but all I really care about is how fast it is at the track," he says. "Power figures are all well and good, but that's pointless if you can't put it down." Without a rollcage, Anthony's ET limit is set in the mid-10s, which is where he's aiming to put the R31 at Drag Challenge in just a few weeks' time. In the meantime, he'll enjoy plenty of street miles in the angry little Nissan.

LEFT: Anthony is a panel beater by trade, so he gave the R31 a blow-over in the original burgundy-and-silver Silhouette colours to fix the clearcoat peel

INTERIOR: The interior of Anthony's R31 is as stock as you'd get, even down to the original five-speed gearknob. The only giveaway is the Powertune digital dash

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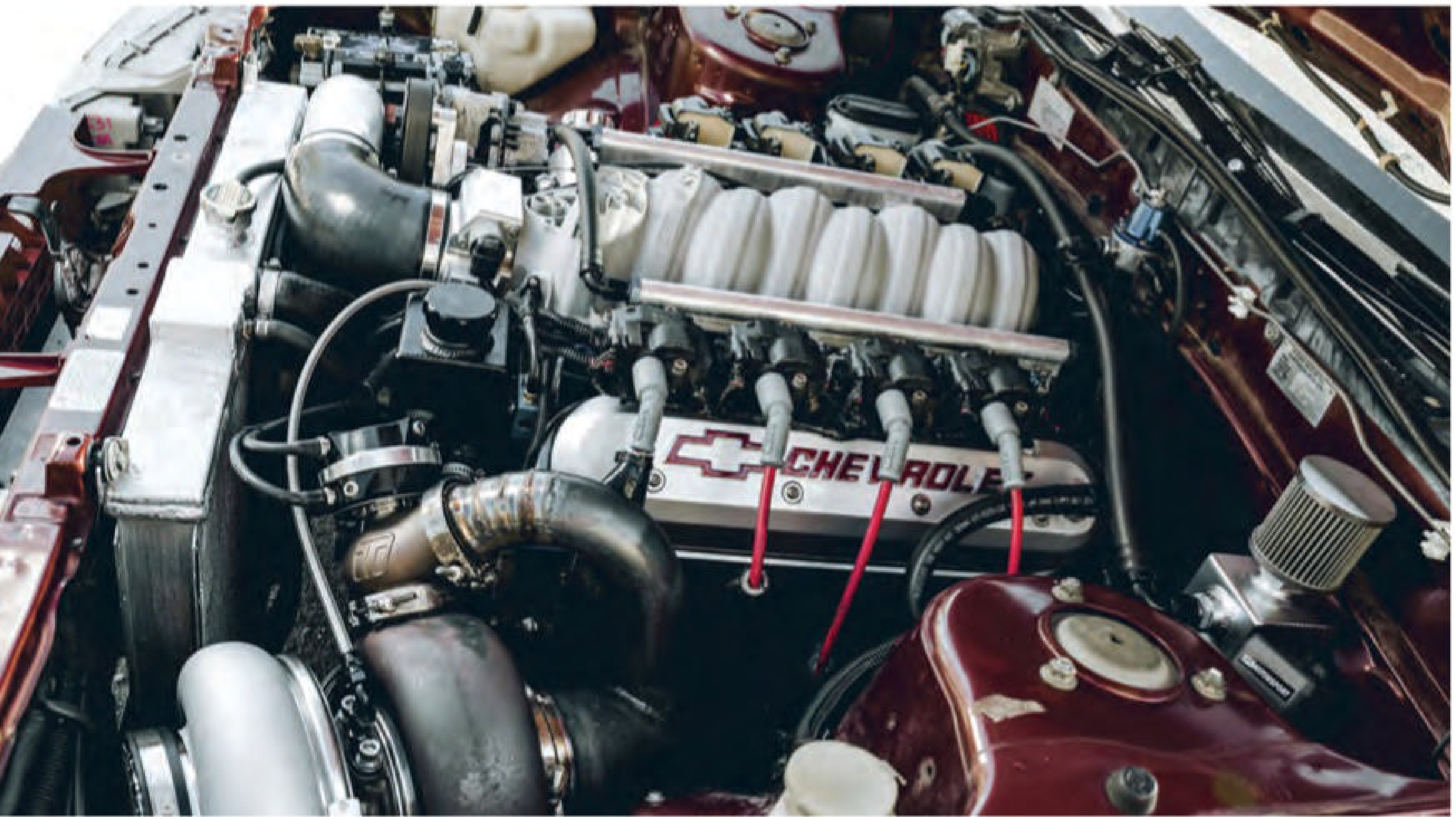
RPG 334

WHEELS: Anthony reckons every time he posts a photo of the R31 on the socials, he gets inundated with questions about the wheels. They're VMS Racing items, measuring 15x5 up front and 15x8 in the rear. The stock wheels still fit if Anthony wants to go full sleeper mode



IN THE BUILD

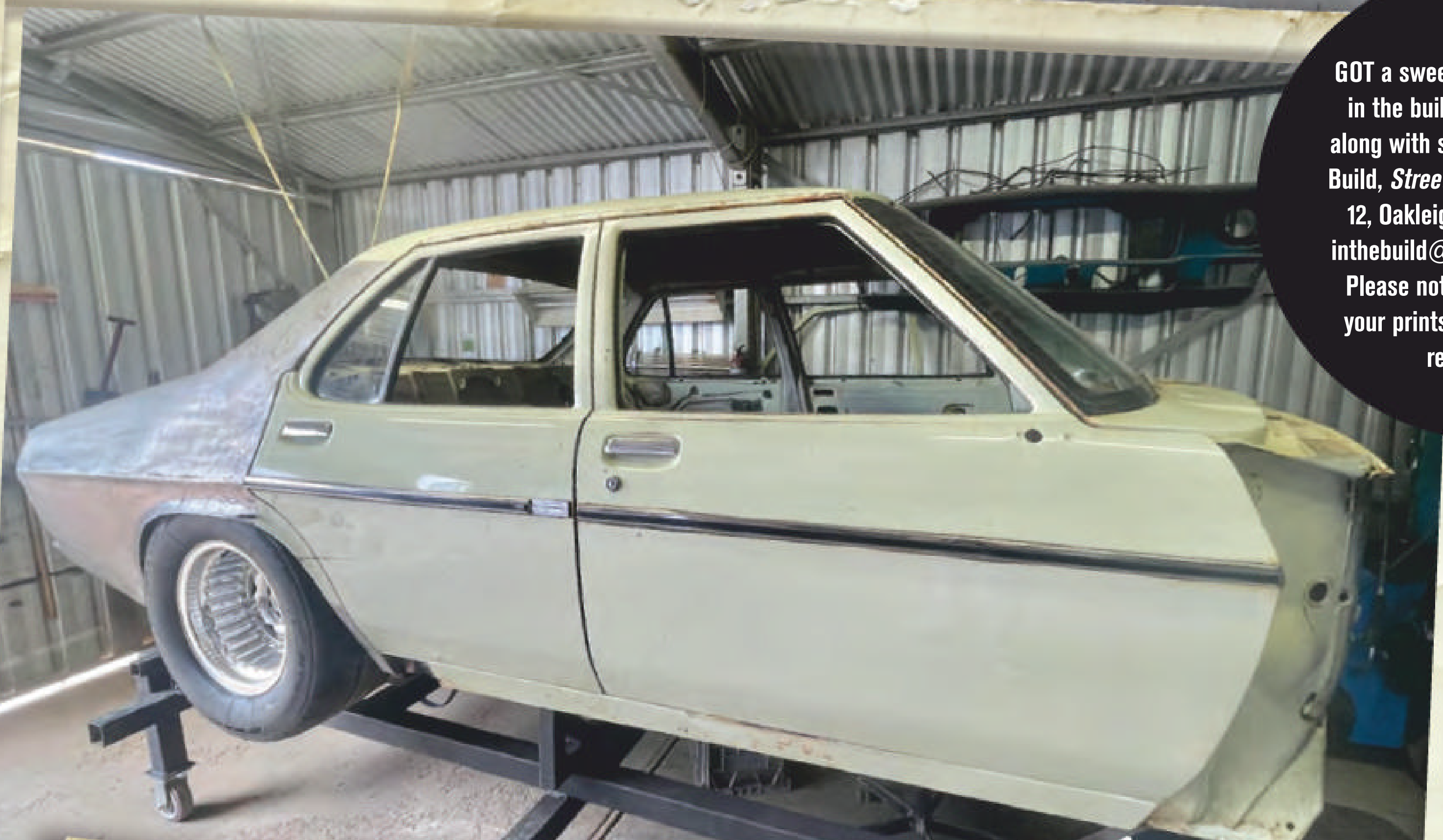
FAMILY AFFAIR

ANDREW GOODWIN

1964 FORD FAIRLANE

"THIS is our '64 Compact Fairlane that Dad and I picked up around two years ago. The grand plan was to give it a quick tidy-up and flip it. Unfortunately, once we had a good look over it, we realised it was a lot rustier than we had first thought. With our original plan in tatters, we decided to start from scratch and build the car from the ground up, doing the work ourselves to keep the costs down. I've learnt how to hand-form and weld in patch panels while Dad (pictured above) strips and assesses the rust sections. So far I've made both rear wheelarches and lower guards, the entire boot floor, removed and repaired the parcel shelf, replaced the drip rails (the only purchased patch piece so far), patched the floor, and am currently working on the panel underneath the plenum. The plan is for us to complete as much as possible in my shed, including all fabrication and rust repairs, paint, wiring and mechanical. We'll have to outsource the upholstery, but not much else. Once complete, the car will be two-tone with a silver metalflake roof and matching steering wheel. All the badges will be shaved for a mild custom look, and the car will ride on a set of Cragar SS wheels with an appropriate ride height. My seven-year-old son, Charlie (pictured right), has also been helping out, and it's pretty cool to have three generations working on this car."

GOT a sweet ride that's currently in the build? Send photos of it along with some details to: In The Build, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email inthebuild@wheelsmedia.com.au. Please note: Send us copies of your prints as we are unable to return photos.



OLD-SCHOOL COOL

KYLE CHAPPELL

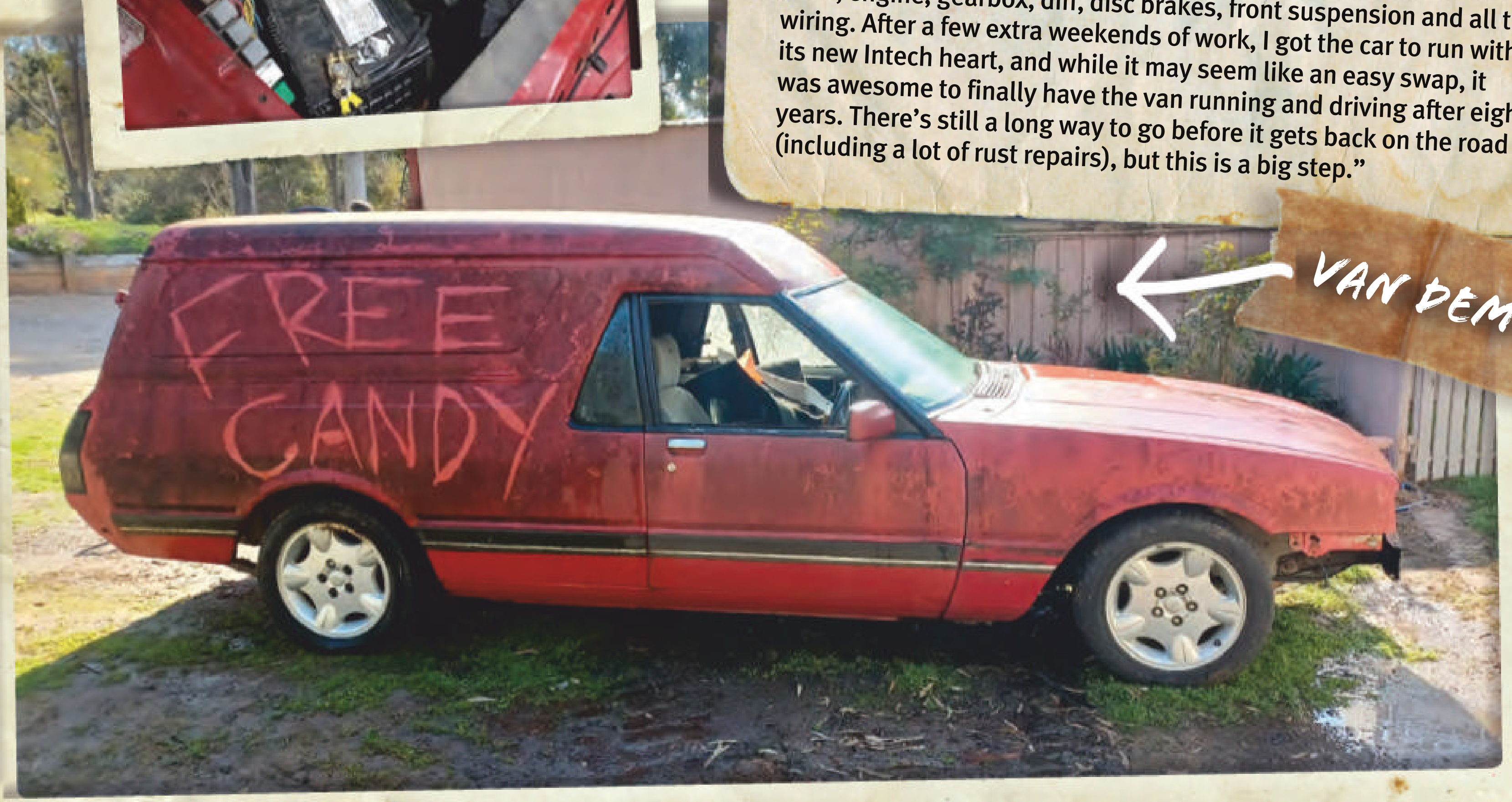
HZ KINGSWOOD

"THIS is my HZ Kingswood in the build. I was originally going to keep it as a six-cylinder/automatic stocker, but I've now opted to mini-tub the rear end to fit the 15x10 wheels and 325 tyres. The running gear I have in mind will probably be a small-block Chev backed by a TH400 'box and a nine-inch diff. I want the car to have an old-school street bruiser look with a rough-ish patina on the outside. Aside from the aforementioned tubs, so far I've rust-repaired the car with replacement quarter panels and rebuilt the sill panels. The build can be followed on my YouTube channel, *The Resto Shed*."

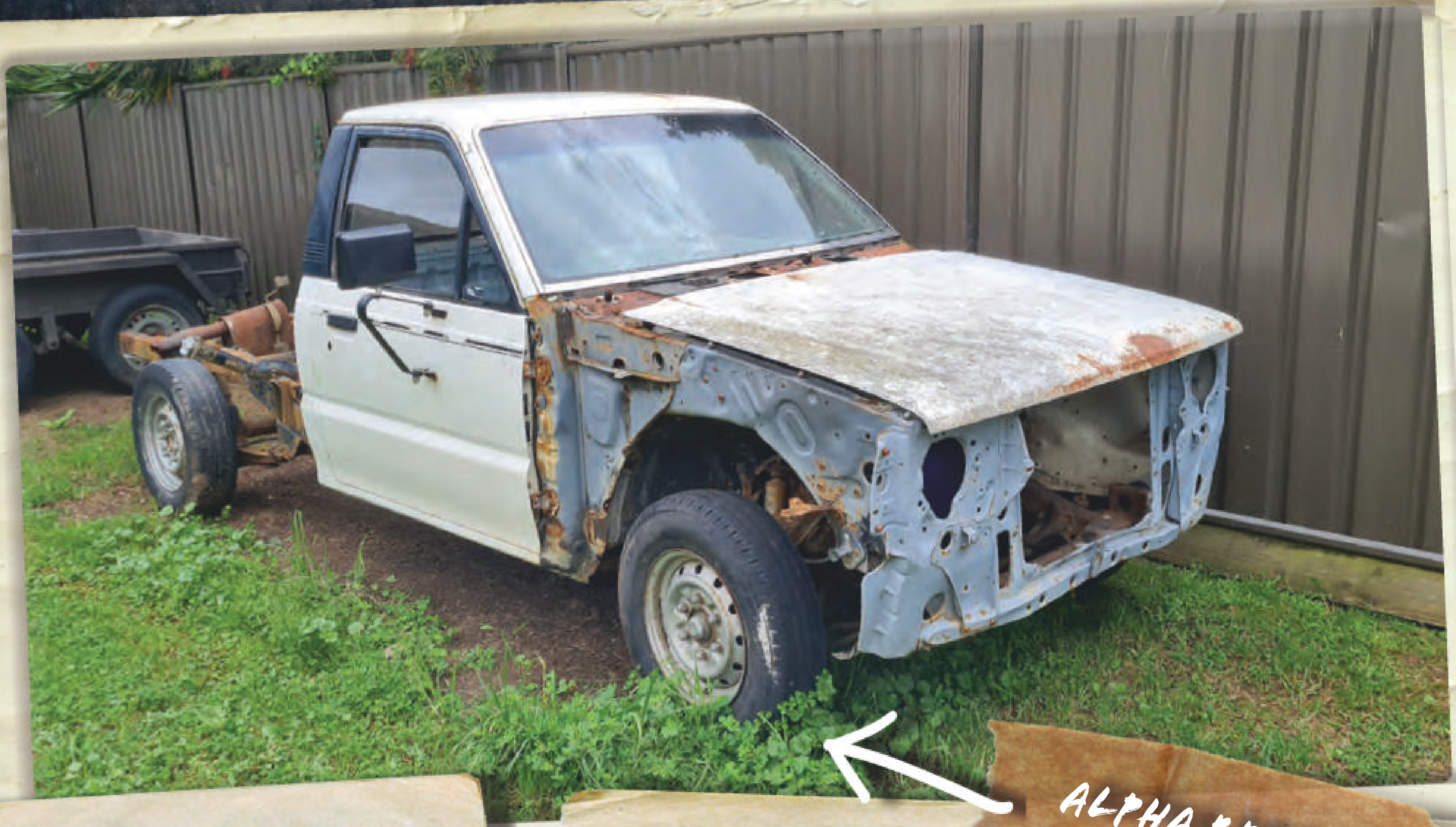
SAM BROWN

XF FALCON PANEL VAN

"THIS XF panel van is actually my first car. We're both 1986 models, and we're both showing it! It was originally a column-shift auto, and one of my big first mods back in the day was the floor-shift manual conversion. I took it off the road around eight years ago, and I finally pulled my finger out last month to start bringing it back to life. A big part of that was binning the original crossflow six and replacing it with a later Intech motor. I took a week off work and replaced the dash, engine, gearbox, diff, disc brakes, front suspension and all the wiring. After a few extra weekends of work, I got the car to run with its new Intech heart, and while it may seem like an easy swap, it was awesome to finally have the van running and driving after eight years. There's still a long way to go before it gets back on the road (including a lot of rust repairs), but this is a big step."



VAN DEMON



LUKE JOHNSTON

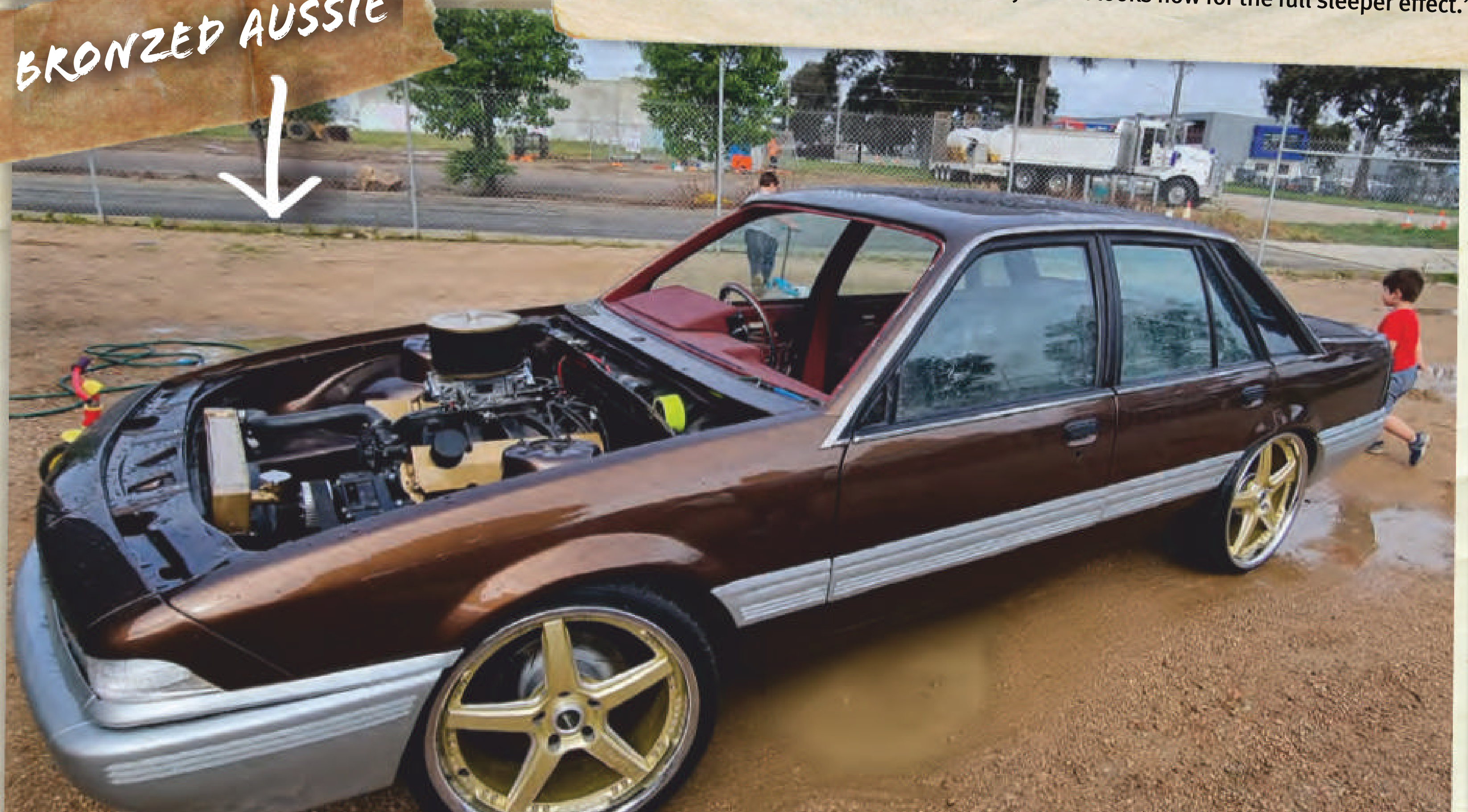
VL CALAIS

"I'VE GOT a 1986 VL Calais that has had a full inside-out respray in a custom bronze metallic. It has all new plastics from Rare Spares, as well as complete custom burgundy leather trim that's in the middle of being done. The driveline is a cammed 304 plastic V8, a trusty Trimatic 'box and a VL Turbo diff. It's sitting on Pedders suspension with 20-inch wheels, and the idea is to build just a nice, clean street cruiser."

JESSE JURY

MAZDA BRAVO

"I FINALLY started one of my dream builds this year, turning a crappy Mazda Bravo farmer's ute into a turbo-LS street sleeper and Drag Challenge weapon. My dad had a four-door version when I was growing up, so I always wanted to build a two-door one with a tub and a stupidly fast driveline. A few months ago, I got a rust-free ute and completely went over it from top to bottom, replacing everything and putting it back on the road. I got a second ute a few years ago to use for parts, so the idea is to keep the 'hero' car on the road and working while figuring out the LS swap on the rolling shell. Once everything is fabricated and wired, we should be able to just drop it into the registered ute and have a sleeper in no time. Right now, I've figured out the mounting points with a worn-out LS1 and 4L60E, but I plan to use a TH400 for the final conversion. There's a chance we'll get it all working aspirated first and then do the turbo conversion later. The outside will be staying exactly how it looks now for the full sleeper effect."

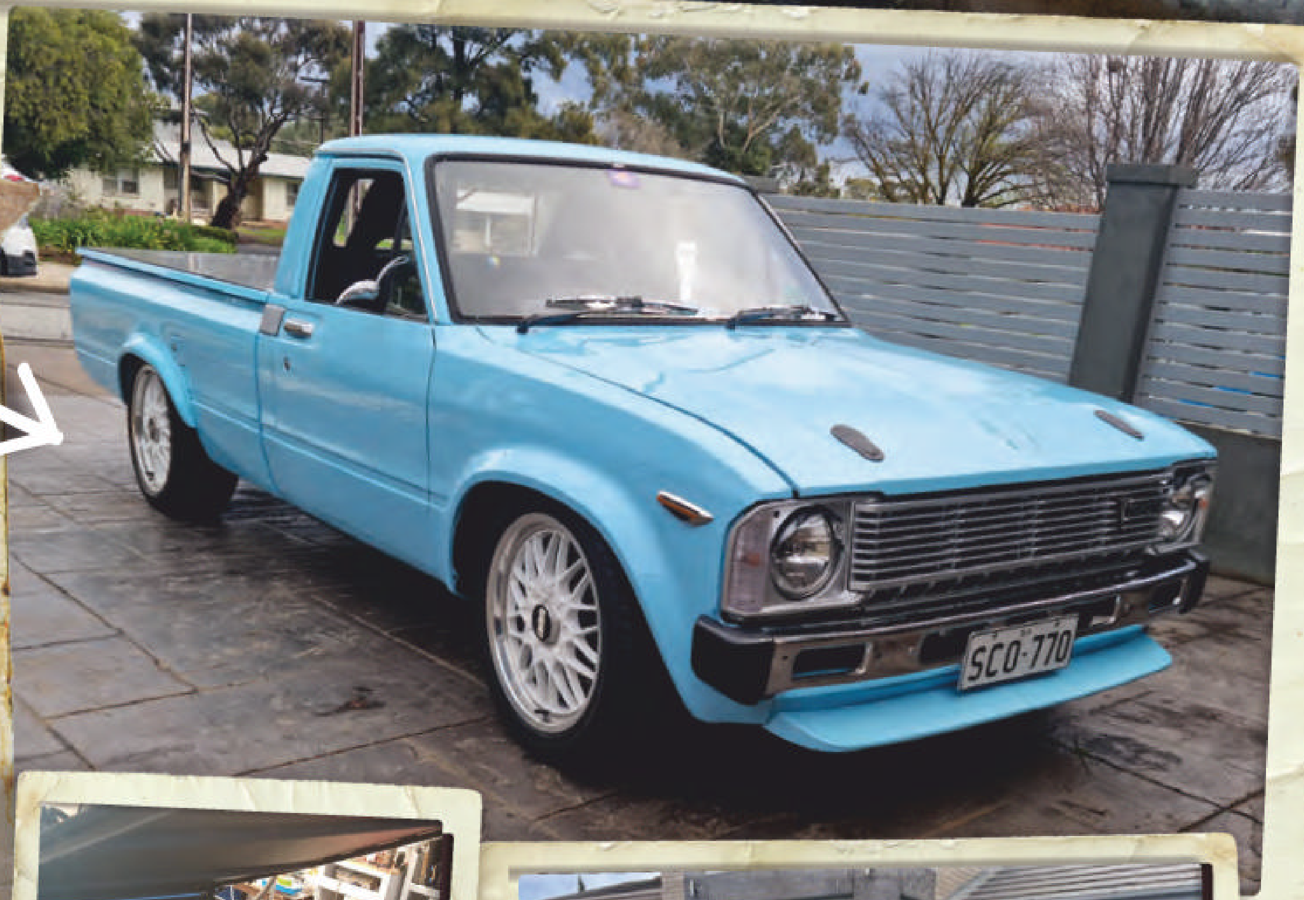


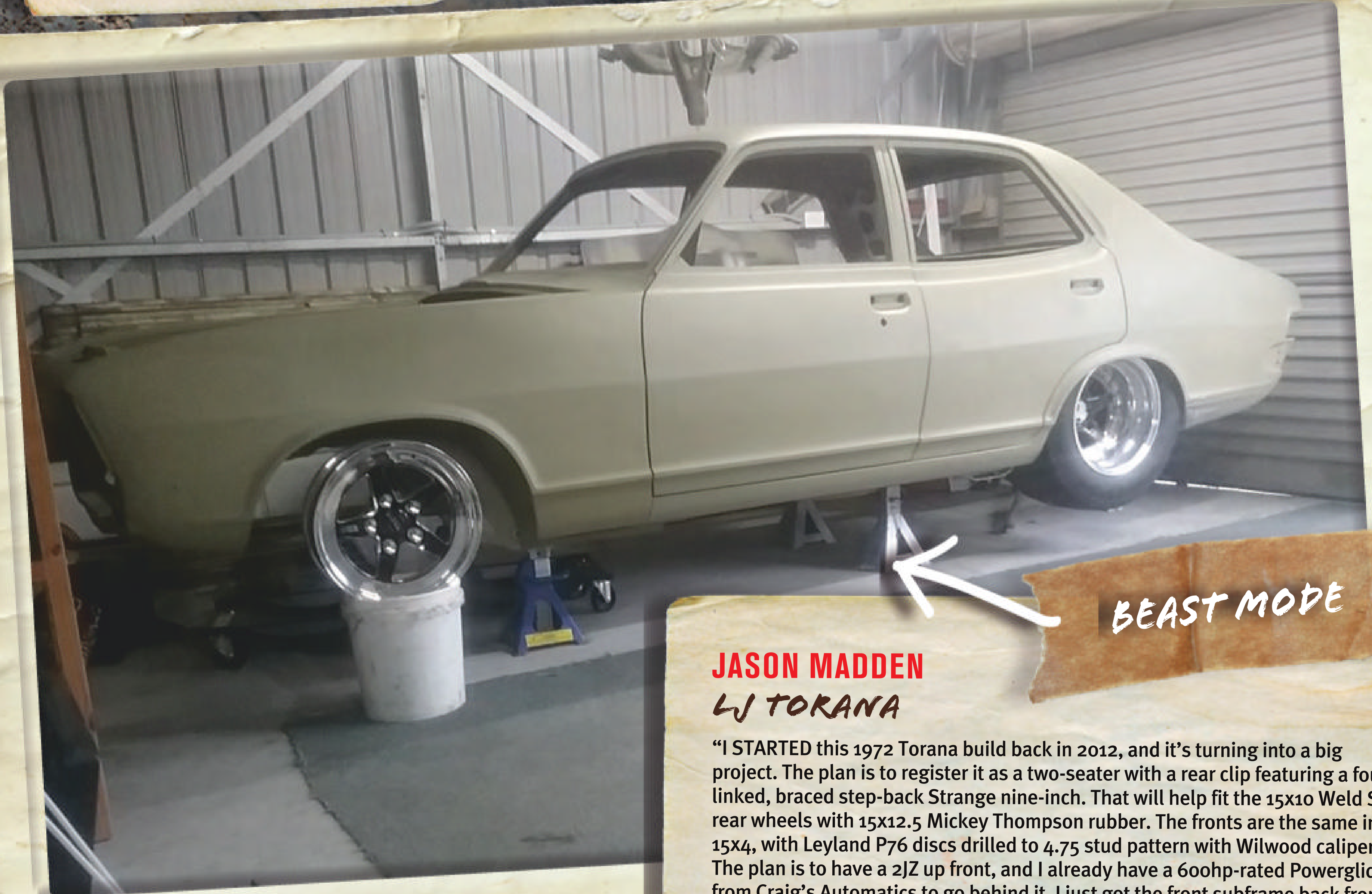
'LUX FOR LIFE

SCOTT REICHSTEIN

TOYOTA HILUX

MY 1981 2WD HiLux is running coil-overs all 'round, disc brakes on all four corners, drift notched chassis, four-link rear and Truetrac LSD. The engine is a built Toyota 3RZ four-cylinder that made 402rwkW (539hp) on 22psi, thanks to the Pulsar G35-1050 turbo on a garage-built steampipe manifold. Other go-fast bits include a 45mm Turbosmart wastegate, forward-facing plenum, Kelford camshafts, Eagle rods, CP pistons, Cometic head gasket, ACL bearings and ARP head studs. The fuel system is built for E85 and uses a Bosch 044 lift pump, Holley Dominator feed pump and twin rails with eight 1000cc injectors. A Link G4X Fury ECU controls things, and it has a Powertune digital dash. The gearbox is a Toyota five-speed R150 with a single-plate carbon-ceramic clutch. On the outside, 4x4 factory guards house the 18-inch BBS wheels, while inside it has WRX seats and a GReddy steering wheel. I've been tinkering with this for around 15 years, so I'm finally starting to get to enjoy it."





BEAST MODE

JASON MADDEN

LJ TORANA

"I STARTED this 1972 Torana build back in 2012, and it's turning into a big project. The plan is to register it as a two-seater with a rear clip featuring a four-linked, braced step-back Strange nine-inch. That will help fit the 15x10 Weld Star rear wheels with 15x12.5 Mickey Thompson rubber. The fronts are the same in 15x4, with Leyland P76 discs drilled to 4.75 stud pattern with Wilwood calipers. The plan is to have a 2JZ up front, and I already have a 600hp-rated Powerglide from Craig's Automatics to go behind it. I just got the front subframe back from the powdercoaters, so the next step is to get her rolling and then send her off to get the rear chassis work done. She's going to be a beast of a thing when she's done!"

DIRTY STUFF

WILLIAM PORKER

I HAVE a Smiths tachometer of mysterious provenance. This piece was gifted to me from a deceased estate and unfortunately came packed in an anonymous box without any details as to its origins. It is quite large, with a three-inch face and a white needle sweeping the white-on-black numbers, which read to 12,000rpm. I am assuming this tacho came out of somebody's race vehicle, and as it is redlined at 10,000rpm, that car, boat or motorcycle must have had an incredible engine. There's a 4:1 ratio printed on the face, which must refer to the gearing of a reduction drive by cable. The glass is locked in by a normal chrome bezel, and the deep case has been pressed out from steel and bronze coated.

The rear has two instrument-retaining threaded studs, still with period round knurled nuts, along with two screws that obviously lock in the internal mechanism. In the centre is a half-inch threaded fitting to accept the end of a mechanical drive cable. It also has a light fitting pushed into a steel tube integral with the casing. The tube is quite tall at exactly one inch, complete with a short piece of cotton-covered electrical cable. The latter has a soldered nipple on the end to join with a wiring connector, typical of UK-made fittings of the 1950s.

And that's the difficult bit. Apart from the 'Smiths Motor Accessories' and 'None-O-Jewels' stampings on the rear face, the only other identifying marks are the inked letters 'ROF'. The tacho is still in really good condition, with almost no rust on the case or scratches in the glass, so somebody has really looked after it. From the cotton braided cable, knurled nuts and the type of bulb holder, I'd guess it was made in the 1950s, and given the 12,000rpm range, it must have been fitted to some exotic racing machine.

In those years, England had the double-supercharged, 1.5-litre V16-engined BRM race car, which spun up to 13,400rpm to produce 646hp. But the BRM only ever had a horizontal strip tachometer across the instrument-panel face, so my tacho could never had been a part of that car. There was also the 500cc single-cylinder Norton GP bike, but that redlined at 7000rpm. The light fitting points to sports car use, possibly for racing at the 24 Hours of Le Mans or similar endurance events.

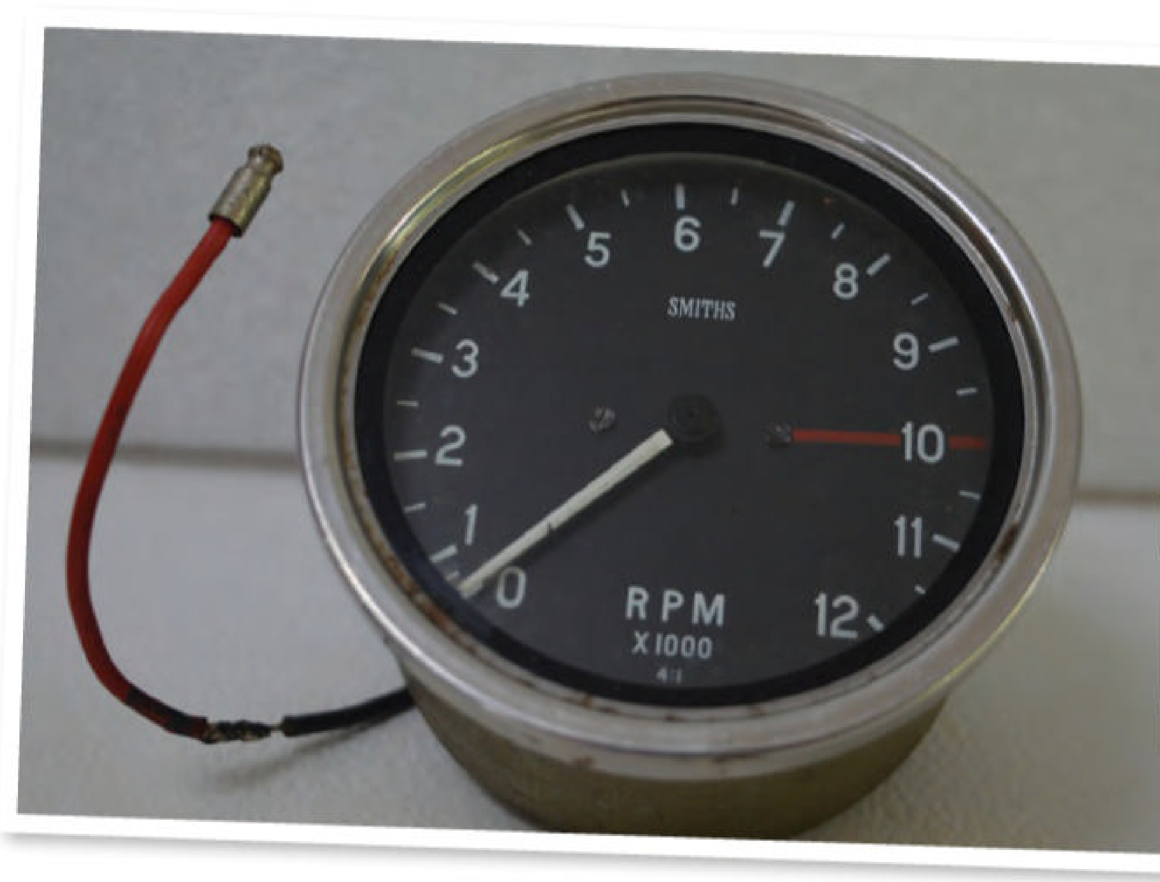
The family of the deceased estate has New Zealand connections, and during the 1950s and 60s, race cars and bikes arrived in the Shaky Isles from the UK and Europe to compete in major circuit events, before moving across the ditch to race in Australia during the European off-season. It was common for team mechanics to sell off the team's spare parts at the end of a racing tour, and this tacho may have been one of those. But nothing I know of that competed in that era had an engine that revved to 10,000!

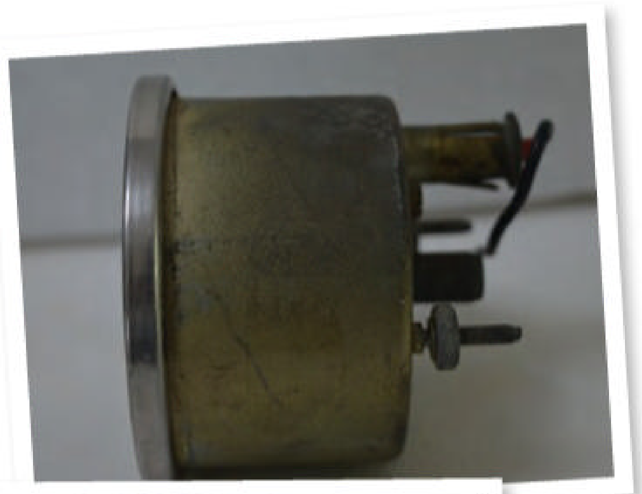
Sixty-odd years ago, engine revolutions were limited by piston and valve technology. All they knew then was to cast pistons using the best aluminium they had, and these tended to crack around the piston pin bosses if the revs went too high. The people who made valves were still discovering better alloys like austenitic steels, and valves got larger when engine designers discovered the benefits of oversquare cylinders where the bore is bigger than the stroke. But then they couldn't keep the heads attached to the stems, so the heads fell off on these two-valves-per-cylinder engines, destroying dozens of them. Piston technology didn't improve either until better alloys and the invention of the hot forging process produced much stronger, lighter units. Cast pistons never worried BRM though; the 16 pistons in its V16 were so small they could stand the insane revs!

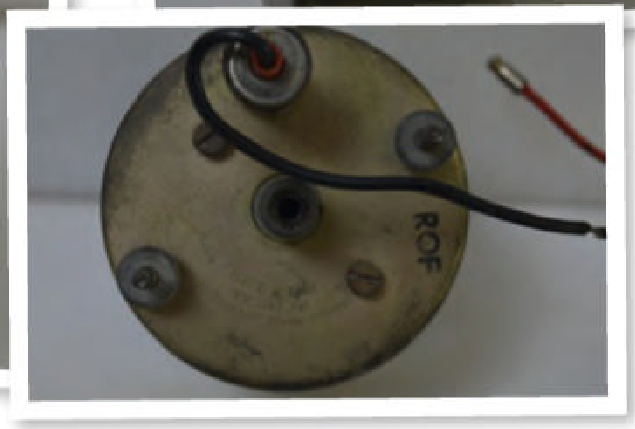
So I'm about stuffed as to which racing machine this weird tacho came from. It looks to be too large for a motorcycle, and more suitable for something with a flat dash panel. It seems typical of the 1950s era in that it doesn't have the thinner, white-painted needle common in later chronometric (clockwork) tachs, which was moved by the main needle to record the highest point the revs had gone to (which meant the team manager could then bash the driver with a big stick for over-revving his machine!).

So if anybody out there can positively identify this mystery tachometer, I might be able to sleep at night again!

I ASSUME THIS TACHO CAME OUT OF SOMEBODY'S RACE CAR, AND AS IT IS REDLINED AT 10,000RPM, THAT CAR MUST HAVE HAD AN INCREDIBLE ENGINE







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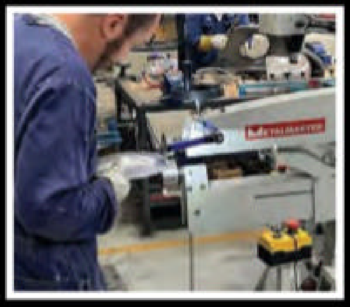

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URBAN WARFARE

STORY MARK ARBLASTER **PHOTOS** STEVE KELLY & DAVE REID

SUPER NOVA

> ONE OF THE NICEST CARS ON THE RADIAL SCENE, DAMIEN BOYCE'S SEVEN-SECOND CHEVY NOVA IS A HOME-BREWED DEAL THAT'S AS TOUGH AS TEAK

QUEENSLANDER Damien Boyce is just your regular kinda dude; he loves his car and works as a train guard when he's not swinging spanners in the shed. He has, however, always wanted to build the ultimate bad-arse ride that would melt treads and turn heads.

A few years back, he stepped into the turbo world when he fitted a Barra into his XT Fairmont (Sleepers, *SM*, May '17). It was a lot of fun and ended up running well into the 10s in street trim. Damien and the XT even successfully completed two Drag Challenge Weekend campaigns in 2018 and 2019, but he wanted more.

ALL I WANTED WAS TO BUILD SOMETHING THAT WOULD MAKE 1000HP AT THE TREADS, AND KEEP IT BIG-BLOCK CHEV

"As time went on, I decided I wanted to step it up," Damien recalls. "I found a 1967 Nova locally. The seller had bought the car five years earlier, done nothing with it and lost interest.

"It was a full tube-chassis deal that was flat black on a rough body, and had a 14/71 pump on a big-block Chev. It was your typical USA-built car with a great chassis and terrible wiring. It had been built as a streeter with power windows, big stereo, full interior and big-arse tyres, but was never finished right."

Initially, Damien was hoping just to get the car up and running and see if he could get it into the eights. The previous owner really didn't know much about the engine, so it was a bit of a mystery bag.

The motor was an electronically injected 540-cube affair, so they added some fuel, checked the oil and headed off to the dyno at Hi-Torque Performance with Ash Mason.

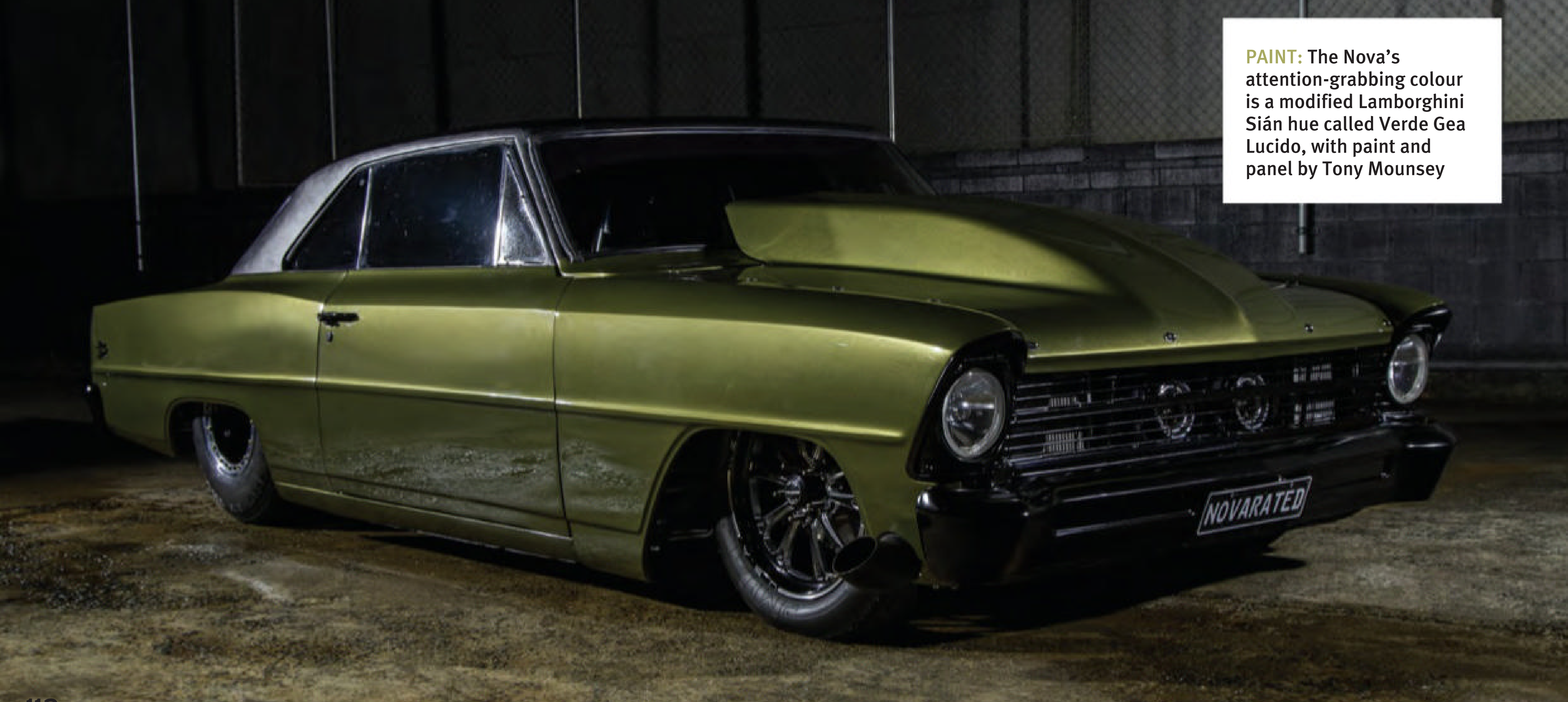
"We were hoping to see 1000hp at the treads," Damien says. "We figured we'd just throw fuel in it, check some things and get it running. It went lean on the first solid pull, torched the head and nicked a piston."

Damien brought the car home, pulled it down and found that it was a pretty basic combination. "There was no turning back at this point, so I figured we'd rebuild and go again, sell the blower stuff and give turbos a run," he says.

"All I wanted was to build something to do laps in at Powercruise, something tough *[that would]* make 1000hp at the treads, and keep it big-block Chev."

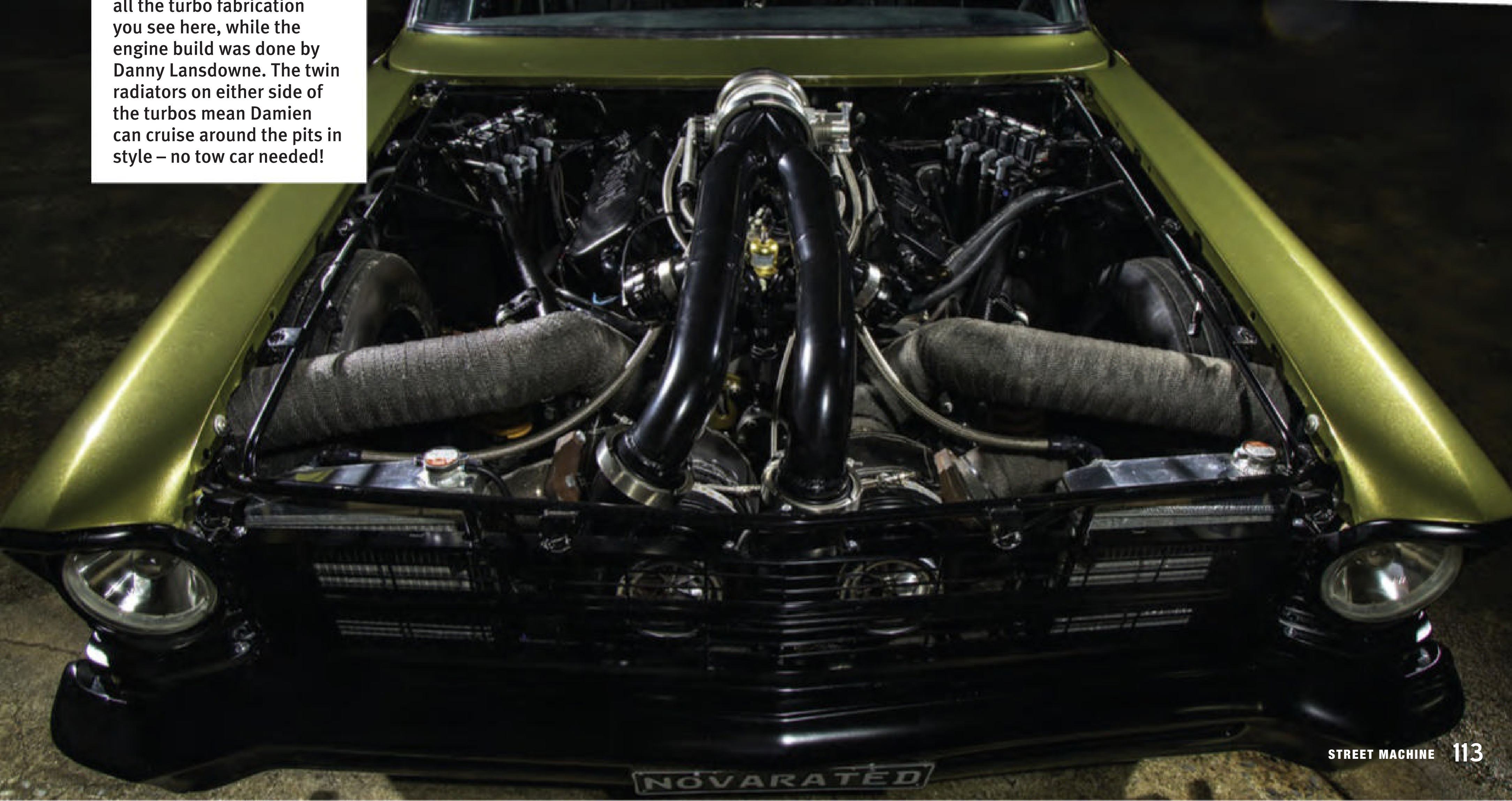
With a new plan in place, Damien ditched everything but the heads. Danny Lansdowne from Spot On Performance was happy to steer the build in terms of planning, with Damien doing all the hard yards.

The new engine combination is still 540 cubes, but was assembled by Danny with quality components including a Dart Big M block and a really solid rotating assembly comprising Oliver rods, Callies crank and JE pistons. The cam is



PAINT: The Nova's attention-grabbing colour is a modified Lamborghini Sián hue called Verde Gea Lucido, with paint and panel by Tony Mounsey

WHEELS UP: The Nova's current PB is 7.60@180mph, but there is plenty more to come when the team winds in more boost



ENGINE: Damien handled all the turbo fabrication you see here, while the engine build was done by Danny Lansdowne. The twin radiators on either side of the turbos mean Damien can cruise around the pits in style – no tow car needed!

LEFT: Damien still has his Drag Challenge Weekend-proven, Barra-powered XT Fairmont, but is planning on fitting a smaller turbo to make it more tractable for street duties

SHOW & GO: The Nova won Best Appearing Car at Kenda Radial Riot in October – quite an accolade given the quality of cars at the event. Damien also took out the Extreme class at Brisbane Jamboree in August, though he reckons it was a Steven Bradbury situation!

a solid-roller, and the Dart heads are from the original build.

The Edelbrock intake has been plumbed with eight 650lb Billet Atomizer injectors, with a Wilson throttlebody and elbow making the connection to the pressure side of the new turbo set-up. There is no intercooler, so the combination is set up for alcohol, with eight smart coils handling the ignition.

The rest of the fuel system consists of a 750 MagnaFuel pump and large fuel tank at the rear feeding a small front tank, which in turn feeds a cam-driven Enderle 110.

The ECU is a Holley Dominator item, tuned by Kon from Wollongong Automotive Services.

As the inner guards were long gone, it was a lot easier for Damien to fabricate the hot side. He located the big Proboost 85mm turbos up front, creating a set of forward headers with 50mm primaries into 75mm collectors. A set of second-hand 50mm Tial wastegates were added to the mix, and the turbos were solid-mounted, with all the plumbing done in mild steel.

> **YEAH, IT PUCKERED ME UP WHEN I PULLED THE ’CHUTES IN THE DEEP END – MAN, THAT WAS A WILD SENSATION!**

“I probably went a bit over the top with the build for the level of performance I am looking for, but I don’t need to lean on it and it’s not running on a knife’s edge all the time,” Damien says. “I’ve been really lucky to have Danny keep an eye on me and this whole build, as I really wanted to give this a go myself.”

The transmission is a simple TH400 built by Queensland car trailer builder, Mark Stevens, who moonlights doing trans builds. There is nothing fancy about it – no clean neutral or big-name parts. It just does the job.

The single-frame-rail chassis boasts a four-link and shortened nine-inch. The car was swinging a 33x18.5 tyre initially, but now runs 315 radials. Aside from the fibreglass bars, boot and bonnet, the car is all steel and glass, weighing in at 3280lb in track trim. Damien recently added a Race Products floater kit to the diff, and the centre section is a Strange case with 3.7:1 gears and Strange single-action shocks.

With just a couple of passes under its belt, the car had already run 1.19 in the 60-foot – not bad for a set of 15-year-old single-action shocks.

“I borrowed a set of double-action Strange shocks for Kenda in October and it made no difference, so we’ll stick with what we have; it all just works,” Damien says.

On the dyno, the Nova made an impressive 1540rwhp on 25psi at 7500rpm.

The boys took the freshly painted Nova to the Brisbane Jamboree in August with an 8.50-second goal, and decided just to run it on gate pressure until they had a handle on it. Well, the 8.50 target turned into an 8.0-second pass on the first day, so they figured they’d bump up the boost from seven to 17psi for day two. Boom – a 7.60@180mph!

“Yeah, it puckered me up when I pulled the ’chutes in the deep end – man, that was a wild sensation,” Damien laughs.

Post-event, the guys have worked out they have excessive converter slip, so that will get some attention.

When you look at what the Nova has accomplished on so little boost, it bodes well for the car’s future. Running 7.60 on 17psi suggests a bottom seven or high six on 25psi!

“We are going to race it some more,” Damien says. “This kind of build takes a long time and a lot of money, so I’m going to get my head around it, do some eighth-mile racing and enjoy it.

“Danny has been really good to work with,” he continues. “I built the car at home, but he wired it for me. Tony from Spot On, a former spray painter/beater, did all the bodywork, which has turned out awesome. It’s a Lamborghini colour that is usually finished in matte, but Tony added some shine, and we went with the vinyl roof for something different.

“I have to give a massive shout-out to my wife Avalon. She has been awesome throughout the build and I love having her at the track when I race. I wouldn’t do it without her. And thanks to everyone at Spot On Performance & Fabrications.”

Super Sport
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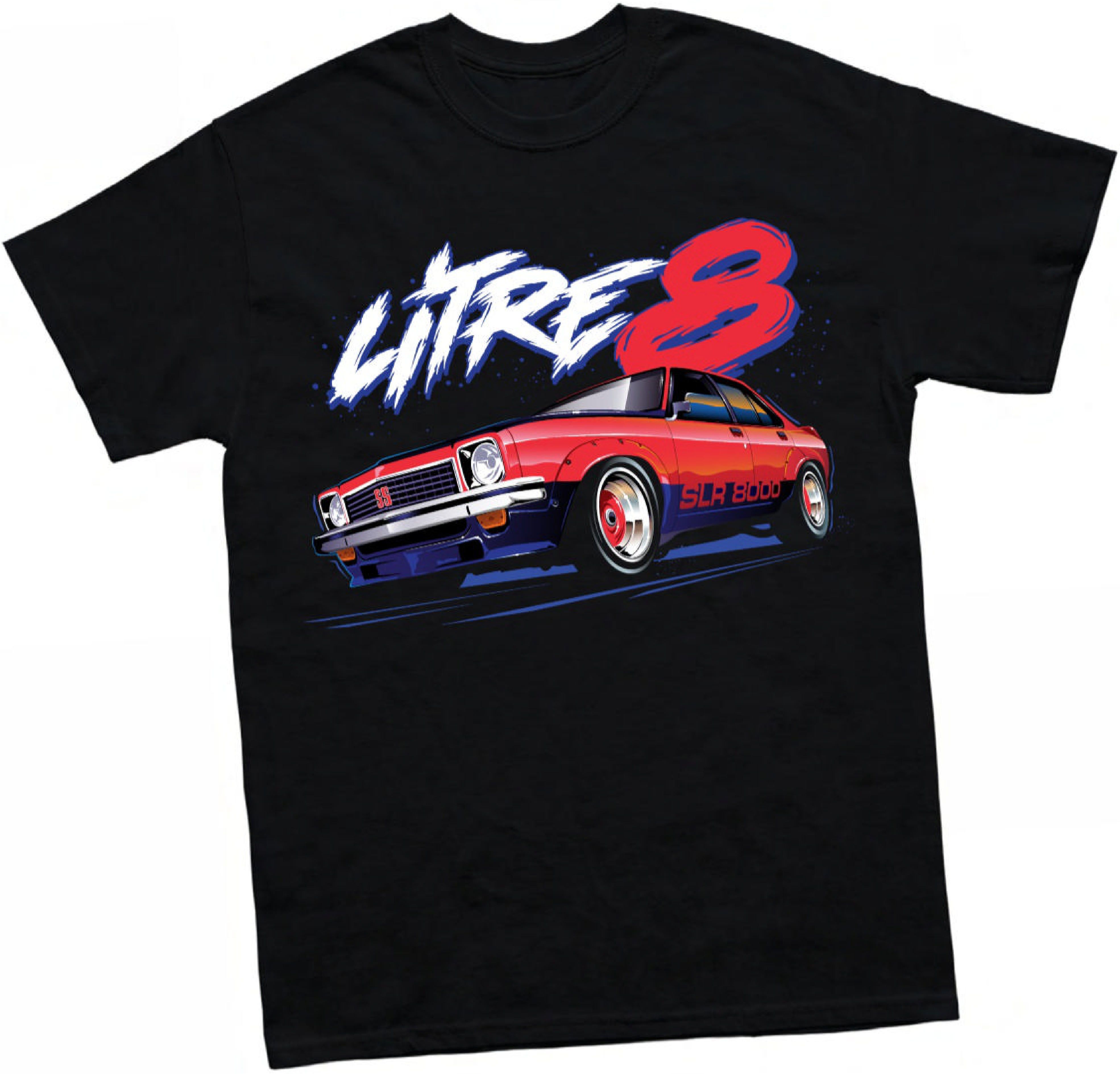

01

BUY THE LITRE

IT'S that time of year when we bring a massive swag of merch to *Street Machine* Summernats and unveil a new shirt design, which this year features Howard Bell's legendary LITRE8 Torana. Long-time *SM* readers will no doubt know the story behind this car, and now you can wear it with pride. The artwork comes from Patrick Skinner at Ten Tenths Creative, and as always, we've printed it right here in Australia on high-quality AS Colour shirts, in adult sizes from S to 5XL. If you miss the chance to grab one from our stand at the 'Nats, any left-over stock – along with the rest of our merch and back issues of the mag – can be found at shop.whichcar.com.au.

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02

02 SMART THINKING

TURBOSMART always blows the doors off the industry with its new product drops at the annual SEMA Show in Las Vegas, and 2022 was no different. One big addition to the Turbosmart range at this year's show was the company's new Modular Vacuum Reference & Sensor blocks. What are they? In a nutshell, they allow you to move your important sensors and inputs away from nasty engine bay heat to a safer location. The units can be bought in several different configurations, and you can even build your own to perfectly suit your project. All the units are made from billet aluminium and are black-anodised, with all sensor and vacuum reference points being ⅛ NPT ports. To find out more and pre-order yours, head to your nearest Turbosmart dealer, visit turbosmart.com or scan the QR code.

03 PUMP IT UP

SUMMER is here, so it's time to make sure the cooling system in your weekend warrior is up to scratch. Naturally, a good water pump is central to that, and Proflow's CoolMax high-volume water pumps fit the bill perfectly. Designed for maximum flow and equal coolant distribution, they're made from cast aluminium with a CNC-machined body. They also have special one-way internal passages that flow more coolant at higher velocities, even at low engine speeds. The impeller is larger than standard and has curved vanes that produce greater flow with less cavitation. Other features include heavy-duty roller bearing assemblies built to withstand higher torsional loads, billet steel hubs, leakproof seals, and gaskets. To find one for your engine, just head to vpw.com.au or scan the QR code.

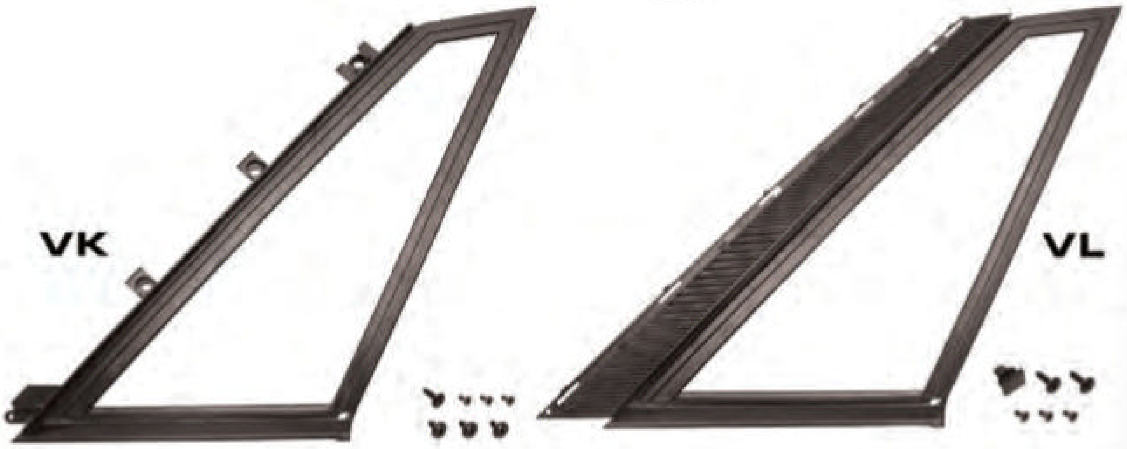
03

04

06

PRECISION TURBO

05



07

Oxytech
EASY PHOS

04 RE-CHARGED

HARROP is the leader in killer blower tech, so it's no surprise that the Aussie company had a cool new supercharger to unveil at SEMA this year. The TVS3100 blower uses the same housing as Harrop's TVS2650 units, so they look identical from the outside, but underneath they have 30 per cent more airflow, 17 per cent larger displacement and 11 per cent more efficiency. The Eaton three-lobe rotors also give a gnarlier supercharger whine. The TVS3100 has already been developed for use in LS, LT and Godzilla 7.3 engines, and while there's no pricing or availability info just yet, expect it really soon at harrop.com.au.

05 FRESH GARNISH

REPLACE your worn and unsightly rear-quarter garnish on your VK-VL Commodore sedan with these high-quality reproductions, now in stock at Rare Spares. Made as close to original as possible using high-quality materials, these kits include all mounting hardware to make restoring your 80s Commodore even easier. For more info, contact your local Rare Spares distributor or visit rarespares.net.au.

06 MOD SQUAD

TURBO technology is constantly evolving, which is why our friends at Speed Pro always make sure they have the newest gear in stock. Their latest addition to the Precision Turbo range is the new GEN2 Pro Mod 9403, rated to a whopping 1875hp! Cool features of the new GEN2 hairdryers include a centre housing and compressor backplate that's a one-piece design, forged from aluminium. They've also got stainless-steel turbine housings, which help with turbine discharge, and cross-bolt provisions for much-needed safety at this power level. Find out more and order yours by hitting up Speed Pro on (03) 9794 5177 or at speedpro.com.au.

07 RUST NEVER SLEEPS

CLEANING rust off metal is a battle all project-car owners have to go through, but Oxytech's Anti-Ox and Easy Phos make it easy. Anti-Ox is a phosphoric acid-based wash that kills rust, cleans oils and contaminants, and protects with a phosphate conditioning all in one, while Easy Phos is a phosphate-based sealer for bare metal protection. Specially formulated as a pre-paint treatment for steel, galvanised steel and aluminium, it is easily applied by aerosol, spray gun or brush. See more at oxytech.com.au.

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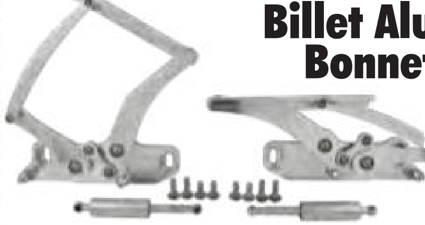

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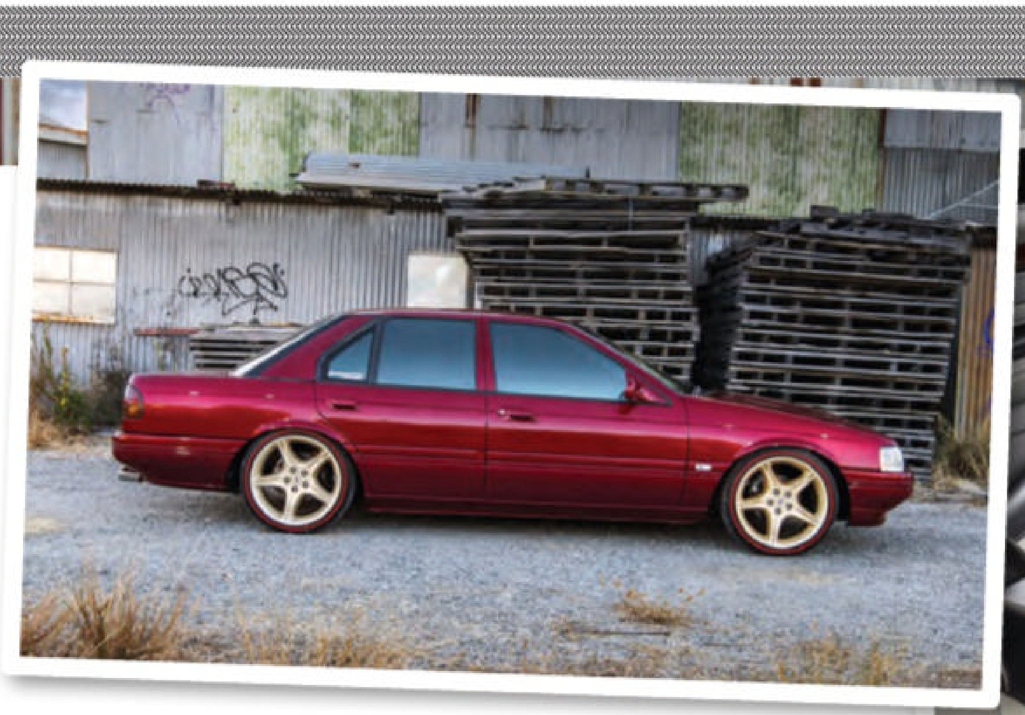
CHRIS WILSON
ED FALCON

"MY 1994 ED Falcon started off as a completely standard, one-owner, low-kilometre example that I acquired three days after turning 16. Over the past 17 years, the car has slowly evolved into what it is today. It received a full respray in the original Cardinal Red, along with some subtle changes from factory such as an XR front lower lip. The latest, and possibly my favourite, addition is the Global Trim 19x8.5 EB GT wheels finished in gold. Mechanically, it still retains a naturally aspirated SOHC six-cylinder, but it's a modified version that I pieced together myself. It has a ported Tickford cylinder head, stage-three Clive cam, Crane valve springs, MLS head gasket, ACL pistons and a host of other upgrades, which have it producing 170rwkW (228hp). Behind the rebuilt engine sits an Exedy HD clutch, the factory T5 gearbox and an XR6 diff fitted with a KAAZ centre and 3.9:1 gears, and there's Koni shocks, King Springs and Nolathane bushes all 'round. The interior has had a full custom leather retrim using WRX front seats and various Fairmont Ghia pieces. There's also a factory Momo wheel and some later-model Falcon items. The audio system is all Alpine products, including the head unit, speakers, amps and subs. Future plans include a new engine combo and an overall freshen-up. Given that it is my first car and I have done so much with it over the years, it's very sentimental and I don't intend on parting with it anytime soon." Photos: Jordan Leist



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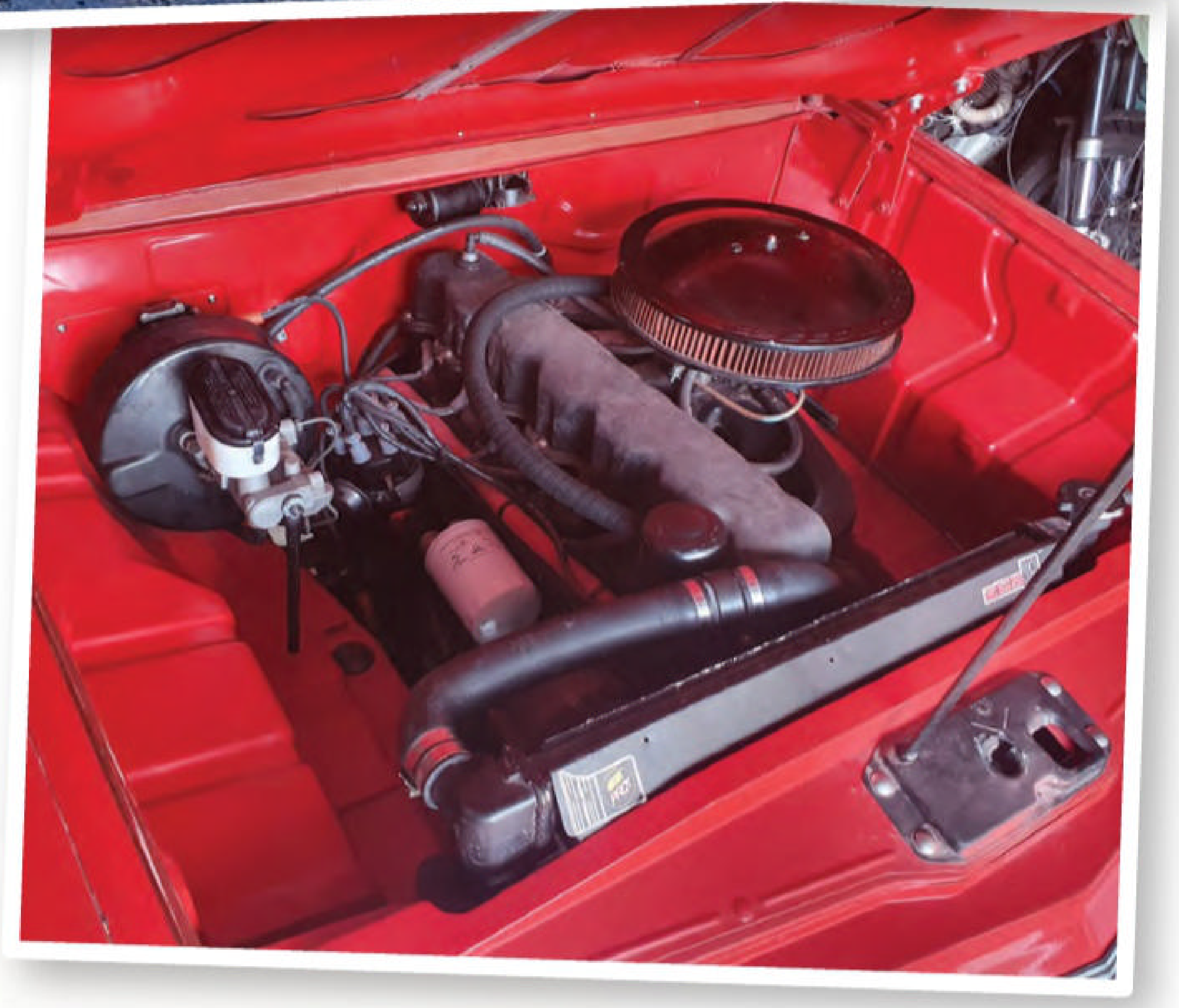

MICK IMRIE
EH HOLDEN PANEL VAN

"I DID all the work on my custom EH van myself in the shed at home. Up front is a 265 Hemi paired to a T5 gearbox. It features custom side glass that pops open, shaved tailgate with rounded corners, hidden hinges, custom rear valance and bar, front blinker delete, narrowed front bar, a wagon back seat and Mazda front seats. There's a Commodore diff, wheels and brakes, and an R31 steering set-up and fuel tank. It's fully engineered and regoed as of about 10 weeks ago, and I've put 5500 kays on it already, as it was built to drive."

NED THOMPSON
VC VALIANT

"THIS is my '66 VC Valiant. It was my 16th-birthday present from my dad, starting off as a stock slant-six. It now runs a 360 and 727 auto combo. Cheers!"

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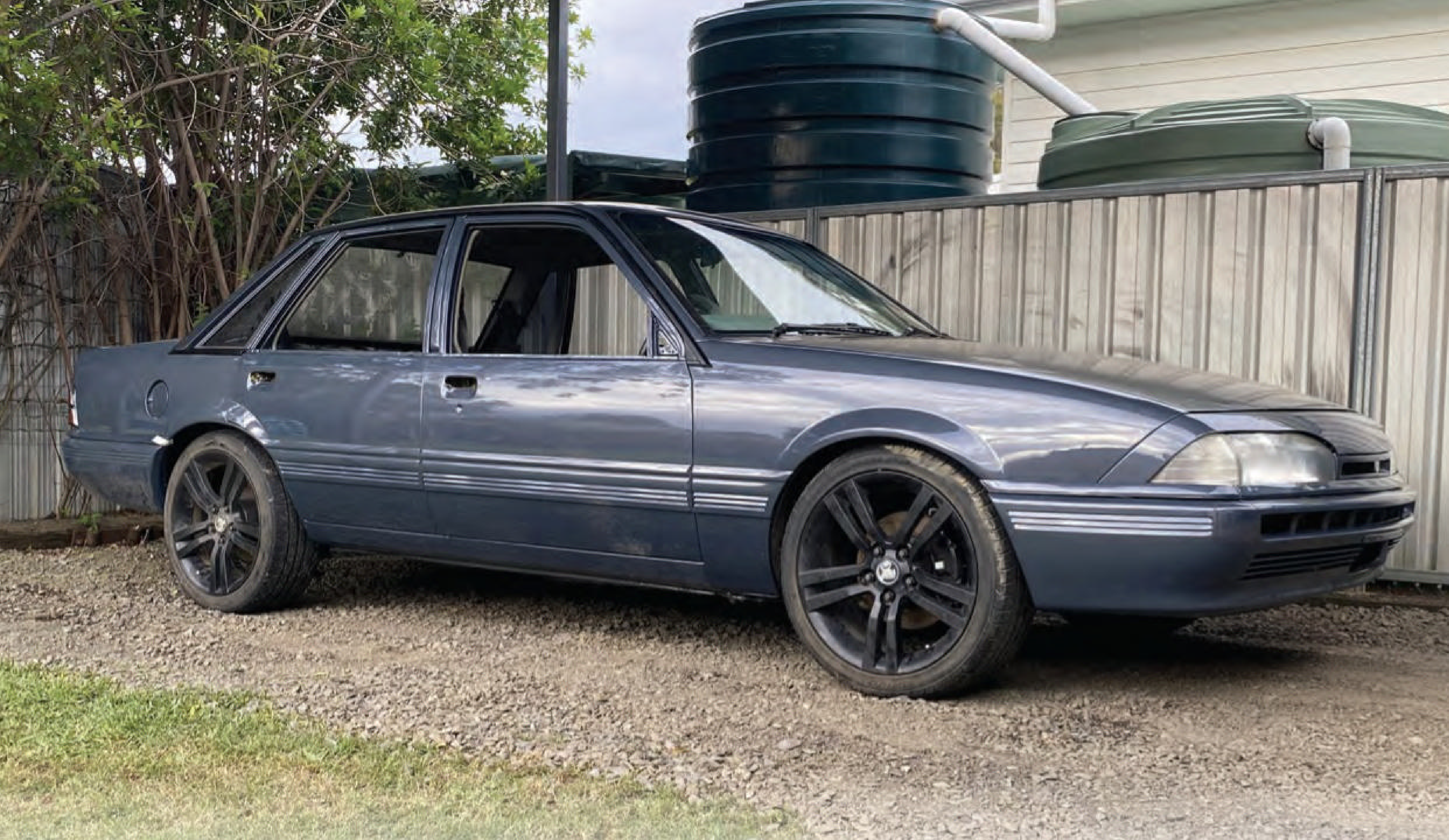
▲ BILLY TERRY
XD FALCON

“THIS is my 1981 XD Falcon. I bought it from the original owner in 2020, and it had been sitting in their shed since 2005. Since then, I have fixed her up and given the old girl lots of love. It’s my daily driver, first car, project and everything in between!”

▼ TODD WACKROW
HSV E SERIES 3 SENATOR

“HERE’s my LSA-swapped 2011 E3 Senator from Pukekohe, New Zealand. I was originally planning to supercharge the LS3, but ended up swapping in a new LSA crate engine to get the stronger bottom end. It’s running a VCM cam, front cover and intake to tidy up the engine bay, and $1\frac{7}{8}$-inch headers with a full three-inch exhaust system. There’s also an upgraded fuel system and injectors, 12-litre intercooler reservoir and PWR heat exchanger. It’s putting out 650hp at the wheels on 11psi of boost through the stock six-speed auto, as it’s still my daily driver.”

SENATOR
GCH45

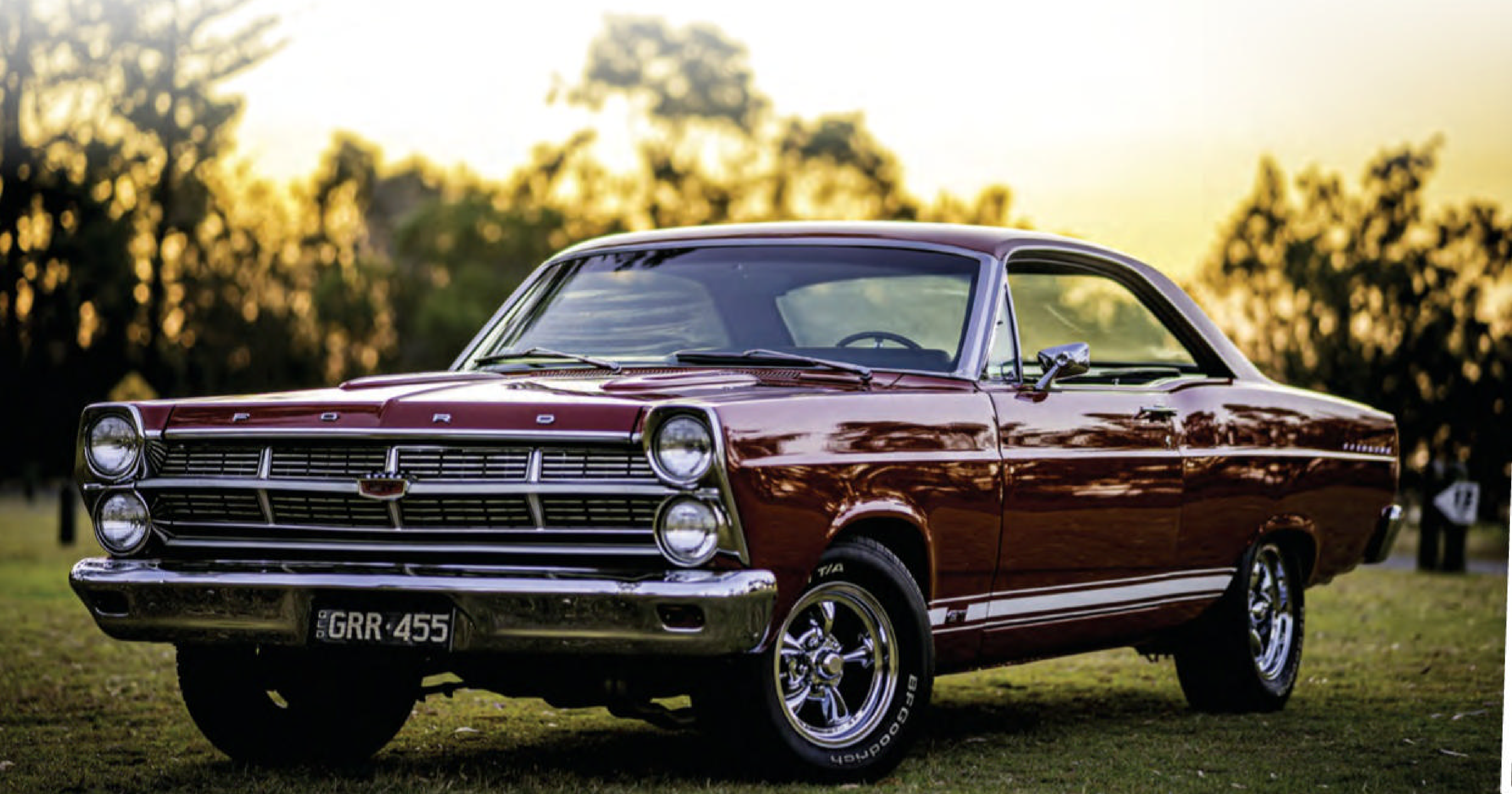


TERRY GALL
VL COMMODORE

"THIS is my VL Commodore. It's just been under the knife and has been resprayed in Polymetal Grey. The built RB has been binned in favour of a standard LS1 – I know, I ask myself why sometimes too! My highlight with the VL was it being the first car down Skid Row back at Summernats 32, but now it should be a nice cruiser for summer!"

PETER BUTLER
1967 FORD FAIRLANE GT

"THIS '67 Fairlane GT was ordered with an S-code 390 V8, four-speed Top Loader, power steering, power disc brakes, F70 wide oval tyres, deluxe steering wheel, AM radio and tinted glass, and was delivered to Los Angeles, where it spent its entire life. Being a highly sought-after, rust-free, S-code four-speed GT, it was purchased by a collector in 2010, who undertook a total restoration. Engine performance upgrades included Edelbrock aluminium heads, a Holley Street Warrior 600cfm carby, 427 flywheel and clutch, and twin SS Flowmaster exhausts, all of which helped it put out 400hp. On completion, the Fairlane was stored in a climate-controlled facility and occasionally displayed at local car shows, until I purchased it in 2021 and imported it into Australia."



TORANA
SMX·091

JAIDEN BRAENDLER
LX TORANA

“THIS is my 1978 LX Torana with a 202 and Trimatic. My dad bought this car around 2008 as something for me to learn basic mechanics on. I have been making plans for the car since the age of 10, and I want to turn it into an SL/R 5000 replica. I have a 308 and Turbo 700 that I’m building up and will put in once I get my full licence. But for now, it is staying as-is.”

CHRIS TOWNSEND
WB HOLDEN UTE

“I BOUGHT this ’82 WB ute off my neighbour two years ago. I rebuilt and resprayed it, keeping with the 80s look, and freshened up the 202. It also has a four-speed ’box and power steering. The wheels are 1984-dated 14-inch Enkei AMEs, and there’s a bench seat and a Motorola cassette deck inside. This is my daily; I go and cut loads of wood with it and drive 1300km round trips from Taree to Cooma weekly for work. It’s never let me down, and even though I’m a Ford man, I love it.”

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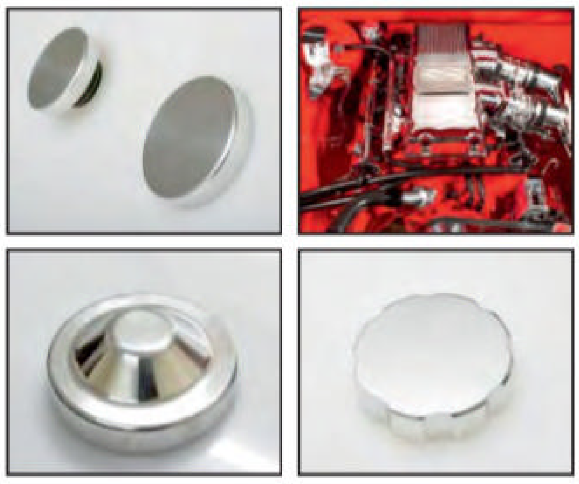

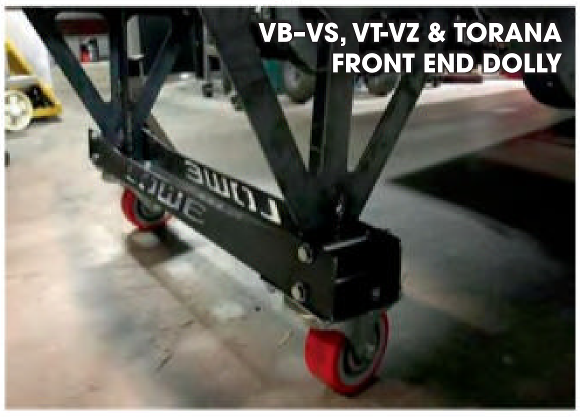

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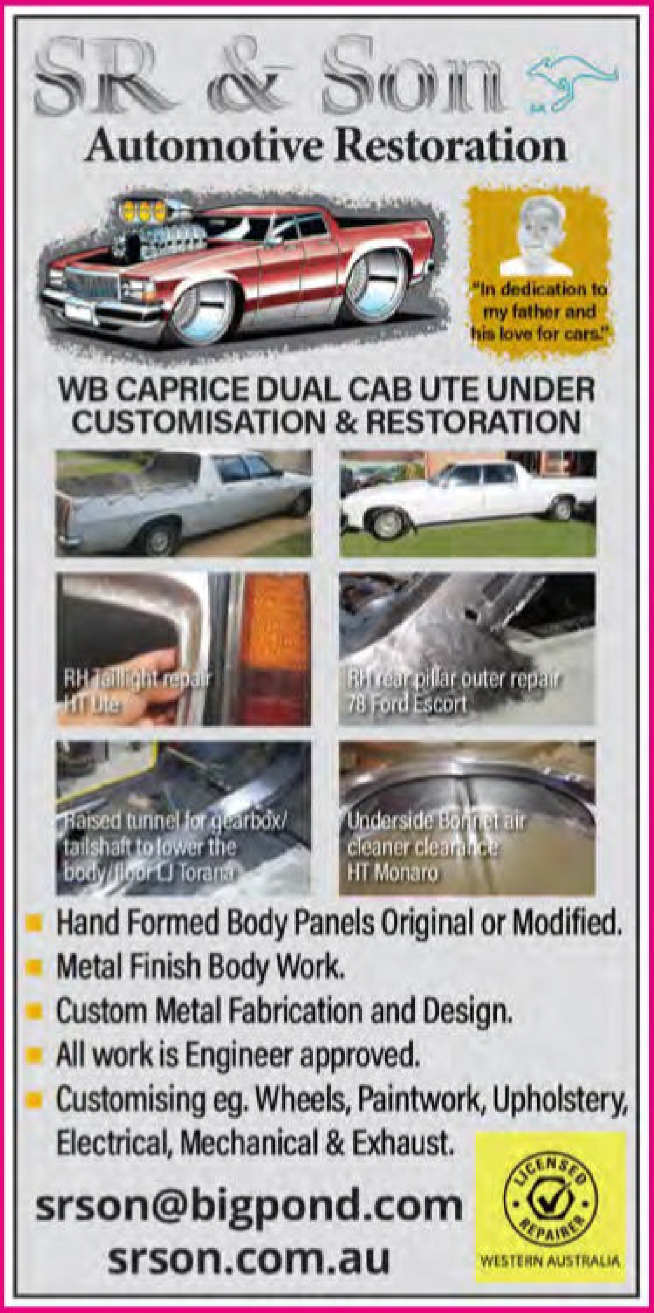

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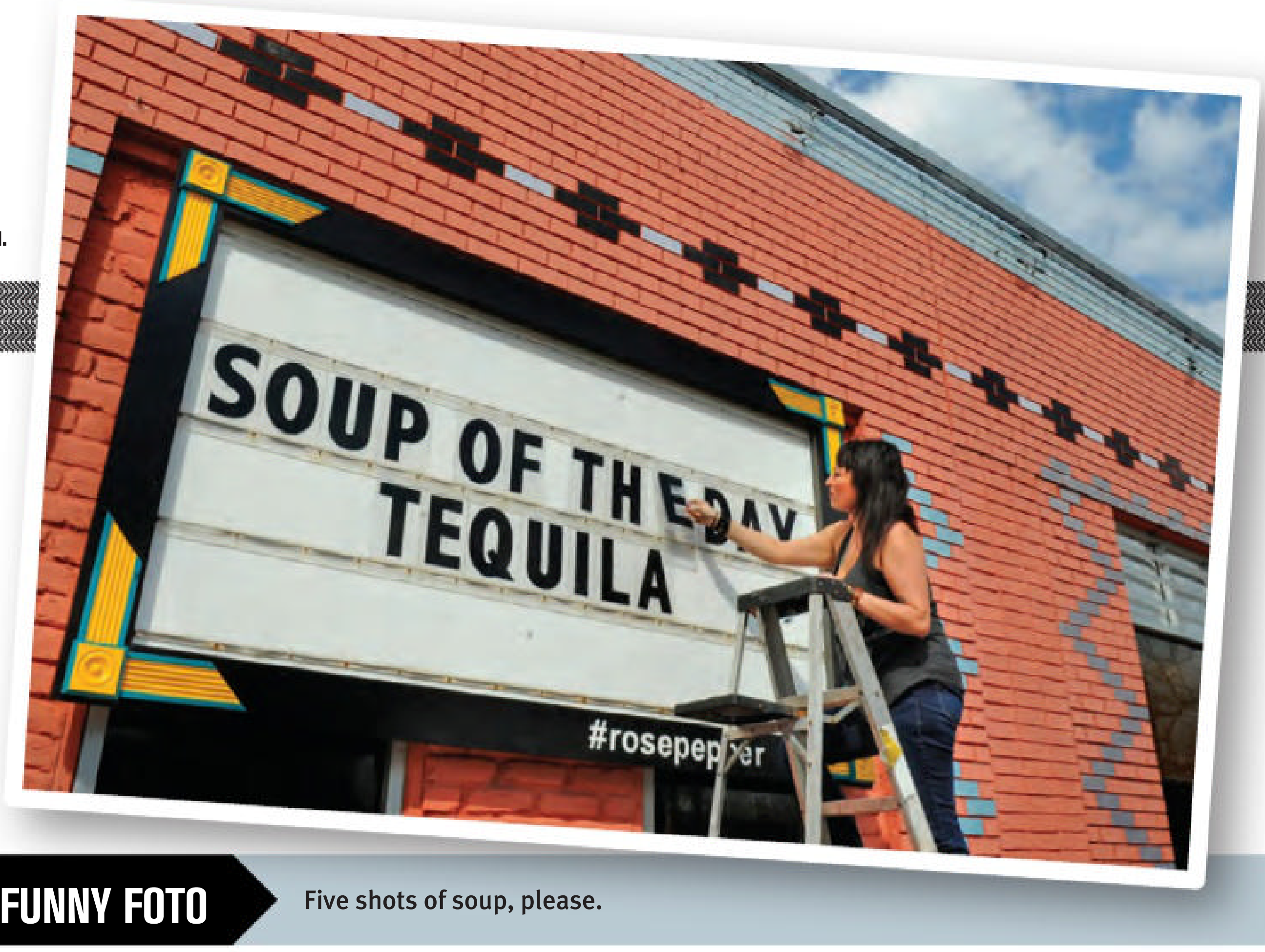

> FUNNY FOTO

Five shots of soup, please.

> GAG OF THE MONTH

GRIN & BARE IT

A MATURE lady went to her son's place to call in on her new daughter-in-law while the son was at work. She knocked on the door and the daughter-in-law opened it completely naked. "What are you doing?" the mother-in-law demanded.

"I'm going to welcome my handsome new husband home wearing his favourite dress," the daughter-in-law replied. "He calls it my 'Love Dress'."

Later, the lady was at home and thought about her daughter-in-law's plan, and decided she too wanted to give her husband a nice surprise when he came home from work. So when he arrived home, she opened the door wearing not a stitch.

"What are you doing?" the husband spluttered. His wife answered, "I'm welcoming you home in my 'Love Dress'."

Her husband walked past her into the house and said over his shoulder, "Needs ironing!"

Lil Wrinklie, email

ALL THE MOD CONS

A MAN driving a little Kia pulls up at a stop light next to a Rolls-Royce. The Kia driver rolls down his window and shouts to the driver of the Rolls, "Hey mate, that's a nice car! You got Wi-Fi in your Rolls? I've got Wi-Fi in my Kia!"

The driver of the Rolls looks down his nose at the Kia driver and says, "Yes, I have Wi-Fi."

"Cool!" the Kia driver says. "Hey, you got a fridge in there too? I've got a fridge in the back seat of my Kia!"

Somewhat irritated, the Rolls driver replies, "Yes, I have a refrigerator."

"Hey, you got a TV in there, too? I've got a TV in the back seat of my Kia!"

The driver of the Rolls is now thoroughly annoyed and replies, "Of course I have a television! I'll have you know that a Rolls-Royce is the finest luxury car in the world!"

The Kia driver says, "Yep, that's a very cool car all right! Hey, you got a bed in there, too? I have one in the back of my Kia!"

Incensed that he doesn't have a bed in his wildly expensive car, the Rolls-Royce driver speeds away, goes straight to his car dealer, and promptly orders a bed to be installed in the back of the Rolls.

When he picks up his car the next morning, the Rolls driver is thrilled – the bed looks superb, complete with silk sheets and brass trim. Clearly a bed fit for a Rolls-Royce! The driver of the Rolls then spends the rest of the day driving around in search of that Kia, so he can show that upstart driver his new bed, which he's certain will be so much better than the one in the Kia.

Finally, late that night, he finds the Kia parked on the side of the road, with all the windows fogged up from the inside. The driver of the Rolls gets out of his car and knocks on the Kia's window. At first there is no answer, but after half a minute or so, the Kia driver winds down the window and sticks his head out, soaking wet.

"I now have a bed in the back of my Rolls-Royce," the Rolls driver announces arrogantly.

The driver of the Kia replies, "You got me out of the shower to tell me that?"

Rich W Anchor, email

THIRST TRAP

A MAN was lost in the Sahara Desert, desperate for water, when he saw something far off in the distance. Hoping to find water, he walked towards the distant point, and eventually he got close enough to see a little old man sitting at a card table with a bunch of neckties laid out on it.

Upon reaching the old man, the thirsty man gasped, "Please, I'm dying of thirst; can I have some water?"

The old man replied, "I don't have any water, but why don't you buy a tie? Here's one that goes nicely with your shirt."

The thirsty man spluttered, "I don't want a tie, you idiot! I need water!"

"Okay, don't buy a tie, then," the old man shrugged. "But to show you what a nice guy I am, over that dune there, about five kilometres away, is a nice restaurant my brother runs. Go over that way; he'll give you all the water you want."

The man thanked him, walked away towards the dune and eventually disappeared.

Three hours later, the man came crawling back to where the old man was sitting behind his card table. "I told you, it's about five kays over that dune," the old man said. "Couldn't you find it?"

The thirsty man rasped, "I found it, but they wouldn't let me in without a tie!"

Ty Missing, email

HOLES IN ONE

A MAN went duck hunting, but when a huge gust of wind blew, his shotgun fell over and discharged, shooting him in his private parts.

Several hours later, lying in a hospital bed, the injured man was approached by his doctor.

"Sir, I have some good news and some bad news," the doctor said. "The good news is that you are going to be okay. The damage was partly to your groin. There was very little internal damage and we were able to remove all of the birdshot."

"What's the bad news?" asked the hunter.

"The bad news is that there was some pretty extensive birdshot damage to your penis, which left quite a few holes in it. I'm going to have to refer you to my sister."

"Well I guess that isn't too bad," the hunter replied. "Is your sister a plastic surgeon?"

"Not exactly," answered the doctor. "She's a flute player in the symphony orchestra. She'll teach you where to put your fingers so you don't piss in your eye."

P Freely, email

> THOUGHT OF THE MONTH

Having a smoking section in a restaurant is like having a peeing section in a pool – Bill Murray

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SAM BROWN

PETER CHRISTOPOULOS

MELANIE McLEOD

AARON KNOWLES

DANIEL PEACHEY

LUKE PELLAS

PICS BY CHADDO

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DRAGON

SURVIVAL GUIDE

IT'S that time of year again! We're limbering up for what's promising to be the most spectacular instalment yet of Australia's biggest horsepower party, *Street Machine* Summernats 35, which rolls into Canberra 5-8 January 2023.

Over 2700 car entries and all Platinum spectator passes sold out months ago, so it's very likely that we'll see record crowds pouring through the gates over all four days to smash some slushies and watch tyres get sent to tread cemetery.

Speaking of which, with that many cars on hand, you can guarantee Skid Row will be pumping hard all weekend, while the burnout pad will again host the best of the best for both the Burnout Masters and Burnout Championship titles, as combatants vie for over $40K in prize money across both classes.

Records are looking to get broken indoors as well, with Summernats staff hinting there could be over 30 brand-new builds being unveiled in the Top 60 Elite Hall during the Meguiar's Great Uncover, which has now moved to Thursday night to really kick the weekend off in a big way.

We suspect the other reason the unveilings have been moved forward is because Friday night will be all about the killer line-up on the music stage. Aussie rock legends Shannon Noll, Diesel, Daryl Braithwaite and Jon Stevens will rock the main stage all night long, kicking off at 6pm.

Our friends at MPW will be in the dyno hall all weekend running tuning workshops and the Haltech Horsepower Heroes dyno competition, while outside, the fan-favourite lawn mower racing will be kickin' up grass from Friday, as well as a special celebrity mower race on Saturday. The Canna Main Arena will also play host to Fashions on the Field, the body art comp, and of course the mullet competition.

The Drift Cadet crew will be back once again doing demos and ride-alongs all weekend in their sliding machines, while Tuff Street will showcase Australia's gnarliest machines right next to Skid Row.

The Fringe Festival held in the streets of Braddon is also back and even bigger this year. Held on Friday and Saturday nights from 6pm, it's where you can see all manner of wild Summernats entrants cruising the streets.

Combine all that with the Saturday-afternoon Supercruise and Brooke Evers, The Stafford Brothers and Bliss N Eso performing on Saturday night, and this is shaping up to be the best *Street Machine* Summernats yet!

SKID ROW

THE action on Skid Row kicks off from 1pm on Thursday, where any entrant can blaze tyres at full noise without getting kicked out!

MEGUIAR'S GREAT UNCOVER

IF YOU thought last year was a big one for unveilings, it ain't got nothin' on what 'Nats 35 has in store. There's going to be over 30 cars being shown for the very first time, and it's also been moved to Thursday night to give the punters an extra day to gawk at the immaculate machines.

DAY ONE

THURSDAY 05 JAN

THE first day of Summernats used to just be about sign-in, getting through scrutineering and jumping on the beers, but it's now morphed into one of the most important days of the whole weekend.

Cruising kicks off at 9am, with Skid Row opening gates at 1pm.

For the burnout warriors, Thursday afternoon plays host once again to the Last Chance Wildcard Shootout for the Burnout Masters, with 33 drivers hanging it all out for a final opportunity to secure a spot in Saturday's eliminations.

For the first time ever, the Meguiar's Great Uncover has been moved forward to Thursday night, so the Elite Hall is going to be packed to the brim as the covers are pulled off a record 31 never-before-seen builds. The Top 60 finalists show will also be in the mix from 7pm.

It's all going to make for a huge first day!

SCHEDULE

07:00-20:00: Entrant camping check-in & scrutineering
09:00-21:00: Cruise route open
11:00-22:00: Public gates open
12:00-13:00: City Cruise
13:00-20:00: Skid Row
16:00-18:00: Last Chance Wildcard Shootout
19:00-21:00: Top 60 Finalists Show
19:30-20:30: Meguiar's Great Uncover

DAY TWO

FRIDAY 06 JAN

THE second day of 'Nats 35 sees the dyno hall kick into gear for both the Haltech Horsepower Heroes comp and MPW tuning masterclasses, while the Drift Cadets get sliding from 9am for demo sessions and passenger rides.

The Tuff Street showcase gets underway, and while the Masters take a break, the Burnout Championship eliminations hit the pad from 1pm.

The Fringe Festival in Braddon will see local streets bustling with Summernats entrants from 6pm 'til late, while on the Canna Main Stage, a mega-concert featuring Aussie rock legends Shannon Noll, Diesel, Daryl Braithwaite and Jon Stevens gets underway from 6pm.

SCHEDULE

09:00-20:00: Public gates open
09:00-21:00: Cruise route open
09:00-20:00: Haltech Horsepower Heroes
10:00-15:00: Tuff Street Showcase
11:00-20:00: Skid Row
13:00-18:00: Burnout Championship eliminations
18:00-23:00: Braddon Fringe Festival
18:00-23:00: Concert: Shannon Noll, Diesel, Daryl Braithwaite, Jon Stevens

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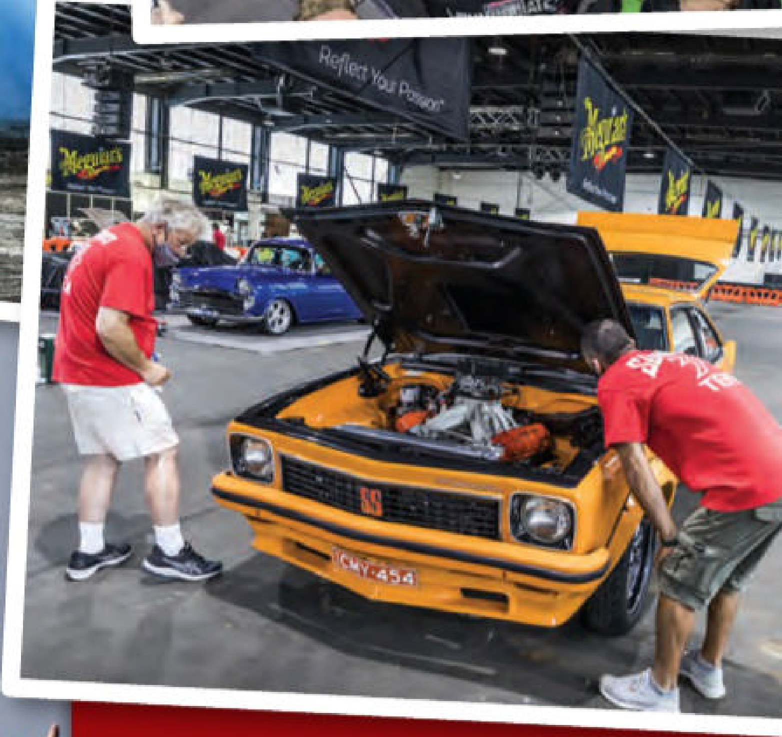


MUSIC ACTS!

IT'S AN Aussie rock fest Friday night on the main stage, with Shannon Noll, Diesel, Daryl Braithwaite and Jon Stevens kicking arse from 6pm.

FRINGE FESTIVAL

THE Summernats Fringe Festival returns to Braddon this year, where organisers shut down a large portion of Canberra's CBD from 6pm until late to allow Summernats entrants to cruise the streets and hit the bars and restaurants. It'll make for an awesome atmosphere, and will be running both Friday and Saturday nights.

SUMMERNATS
SUMMERNATS

BURNOUT MASTERS

THE Burnout Masters (above) return to the pad on Saturday for the final eliminations before Sunday's Top 10 shootout. They'll light up the crowd from 4pm.

MOWERS & MULLETS

SATURDAY is a massive day on the main stage, with body art and mullet competitions (above), the celebrity mower race, and the traditional twilight Supercruise.

DAY THREE

SATURDAY 07 JAN

SATURDAY is historically the biggest day of any Summernats, and this year will be no exception. It's a massive day on the Canna Main Stage, with Fashions on the Field, body art and mullet contests all day.

There'll also be the celebrity mower race, as well as silverware handed out for the Elite judging and Tuff Street.

The burnout action ramps up as well, with two sessions for Burnout Championship eliminations, before the Burnout Masters hit the pad for their knockout round at 4pm.

The traditional Supercruise around the main arena will lead into music acts DJ Brooke Evers, The Stafford Brothers and Bliss N Eso, with the night topped off with a fireworks spectacular. And remember, kids, there's still one more day to go!

SCHEDULE

09:00-10:00: Motorkhana
09:00-16:00: Street Finalists display
10:00-15:00: Tuff Street final judging
11:00-20:00: Skid Row
11:00-13:00: Burnout Championship eliminations
13:00-13:30: Celebrity Lawn Mower Race
13:30-14:00: Fashions On The Field
14:00-14:30: Body Art Nationals
14:30-15:00: Mullet Competition
14:00-16:00: Burnout Championship eliminations
15:30-16:00: Elite awards
16:00-18:00: Burnout Masters qualifying
18:00-23:00: Fringe Festival Braddon
19:00-20:00: Supercruise
20:00-22:45: Concert: Brooke Evers, The Stafford Brothers, Bliss N Eso
22:45-23:00: Fireworks

THE DEVIL MADE ME DO IT
SINNER

DAY FOUR

SUNDAY 08 JAN

SUNDAY is the last day of the Summernats, and it's a day of silverware all across the EPIC precinct as champions are crowned.

Earlybirds can head to the burnout pad to watch Australia's mintest machines duke it out in the motorkhana and go-to-whoa for Australia's ultimate show car prize, *Street Machine* Summernats Grand Champion.

The PPG Supreme display is also a highlight of Sunday morning, with their awards handed out later in the day.

The MPW dyno cell hosts the finals for the Haltech Horsepower Heroes, and after lunch the Burnout Championship finals get underway.

From 3pm, 10 of Australia's best burnout combatants will face off for ultimate bragging rights and a huge cash prize in the Burnout Masters final face-off, and then Summernats 35 comes to a close as everyone packs up and reminisces about what'll doubtless be a Summernats for the ages.

SCHEDULE

09:00-17:00: Public gates open
09:00-10:00: Go-to-Whoa
09:00-14:00: Skid Row
09:00-16:00: Cruise route open
09:30-11:30: PPG Supreme display
10:00-13:00: Haltech Horsepower Heroes finals
11:00-12:00: Grand Champion driving events
12:00-12:30: Magnificent Seven presented
12:30-12:45: Grand Champion presentation
13:00-15:00: Burnout Championship finals
15:00-16:00: Burnout Masters finals
17:00: Summernats close

TOP GUN
COMMERCIAL CONSTRUCTIO

SUMMERNATS
2ENIL8

GRAND CHAMPION AWARD

THE road to Summernats Grand Champion (above) gets serious on Sunday morning, with the motorkhana and go-to-whoa events on the pad from 11am, before the Grand Champ is crowned at 12:30.

MORE AWARDS!

SILVERWARE also gets handed out for Tuff Street, PPG Supreme and the Haltech Horsepower Heroes dyno comp (below left).

DON'T BE A GOOSE!

AS YOU may know, Summernats 34 got pretty wild on the cruise route on the Saturday afternoon. The 'Nats team let it roll on a bit more than usual on that occasion because we'd all been locked up for two years.

However, ACT Police and WorkSafe have made it very clear that we all need to keep our cool on the cruise route like we normally do.

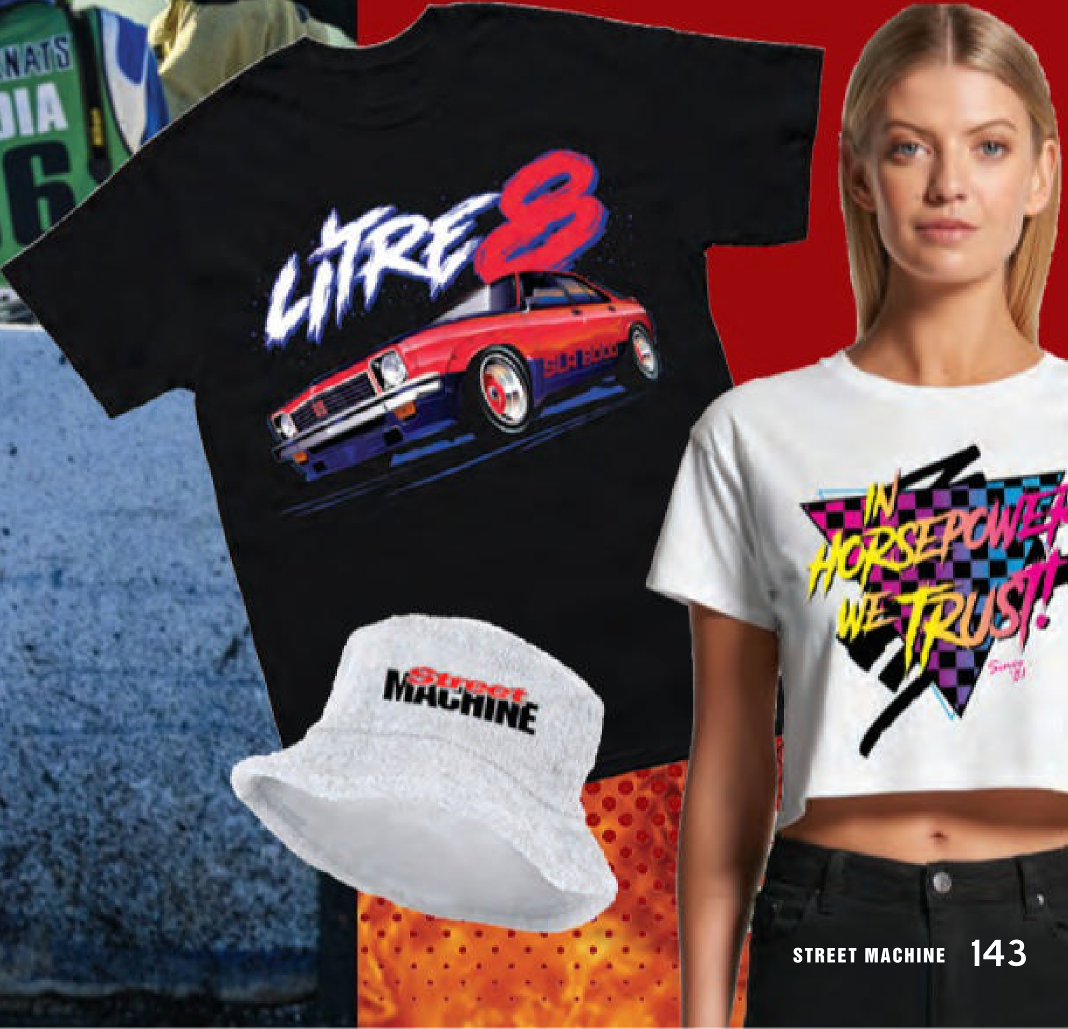
The 'Nats team work hard to keep punters away from your pride and joy, so do your bit to help keep everyone safe and enjoying the event. If you muck up on the cruise route, you may be removed from the show and could be that person who gets the event closed down. For a day, or forever.

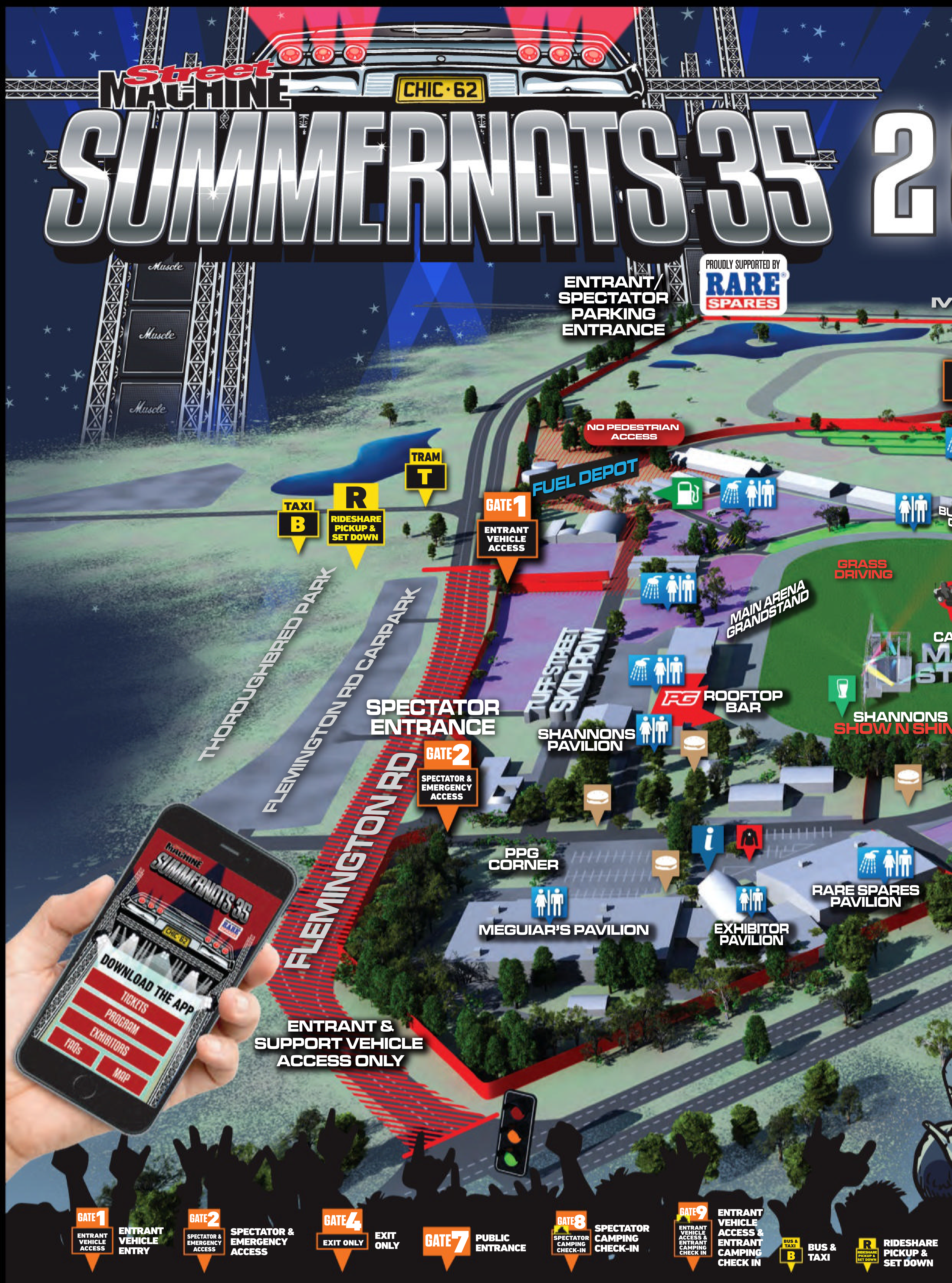
So rip a skid at Skid Row. Do burnouts on the burnout pad. Cruise on the cruise route. It's that simple.

STREET MACHINE MERCH!

OUR merchandise stand will be back in the Rare Spares Pavilion this year, with our brand-new LITRE8 T-shirt on offer (below). We'll also have books, stickers, hats, tank tops and a whole lot more, so make sure you come say g'day and grab some *SM* swag.

SUMMERNATS
MEDIA
06




Street MACHINE
CHIC·62
SUMMERNATS 35
2
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ENTRANT/ SPECTATOR PARKING ENTRANCE
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GATE 1 ENTRANT VEHICLE ACCESS
GRASS DRIVING
MAIN ARENA GRANDSTAND
THOROUGHBRED PARK
FLEMINGTON RD CARPARK
TUFF-STREET SKID ROW
ROOFTOP BAR
SPECTATOR ENTRANCE
GATE 2 SPECTATOR & EMERGENCY ACCESS
SHANNONS PAVILION
SHANNONS SHOW N SHINE
FLEMINGTON RD
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GATE 2 SPECTATOR & EMERGENCY ACCESS
SPECTATOR & EMERGENCY ACCESS
GATE 4 EXIT ONLY
EXIT ONLY
GATE 7
PUBLIC ENTRANCE
GATE 8 SPECTATOR CAMPING CHECK-IN
SPECTATOR CAMPING CHECK-IN
GATE 9 ENTRANT VEHICLE ACCESS & ENTRANT CAMPING CHECK IN
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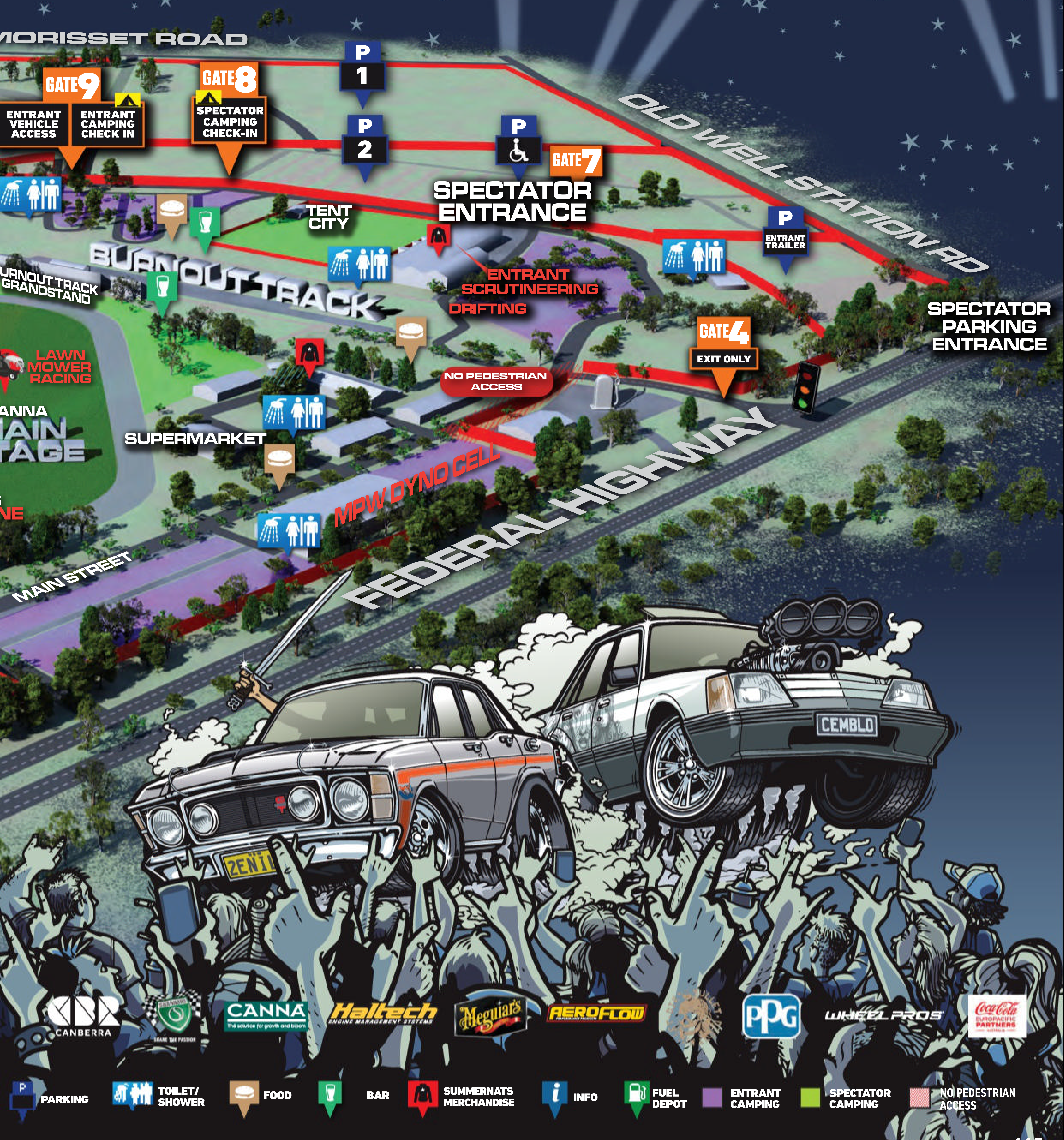
023 EVENT MAP



MORISSET ROAD
GATE 9
ENTRANT VEHICLE ACCESS
ENTRANT CAMPING CHECK IN
GATE 8
SPECTATOR CAMPING CHECK-IN
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P 2
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GATE 7
SPECTATOR ENTRANCE
OLD WELL STATION RD
TENT CITY
BURNOUT TRACK
URNOUT TRACK GRANDSTAND
ENTRANT SCRUTINEERING
DRIFTING
P ENTRANT TRAILER
SPECTATOR PARKING ENTRANCE
GATE 4
EXIT ONLY
NO PEDESTRIAN ACCESS
LAWN MOWER RACING
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SUPERMARKET
MPW DYNO CELL
FEDERAL HIGHWAY
MAIN STREET
CEMBLO
2ENIT
CBR CANBERRA
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INFO
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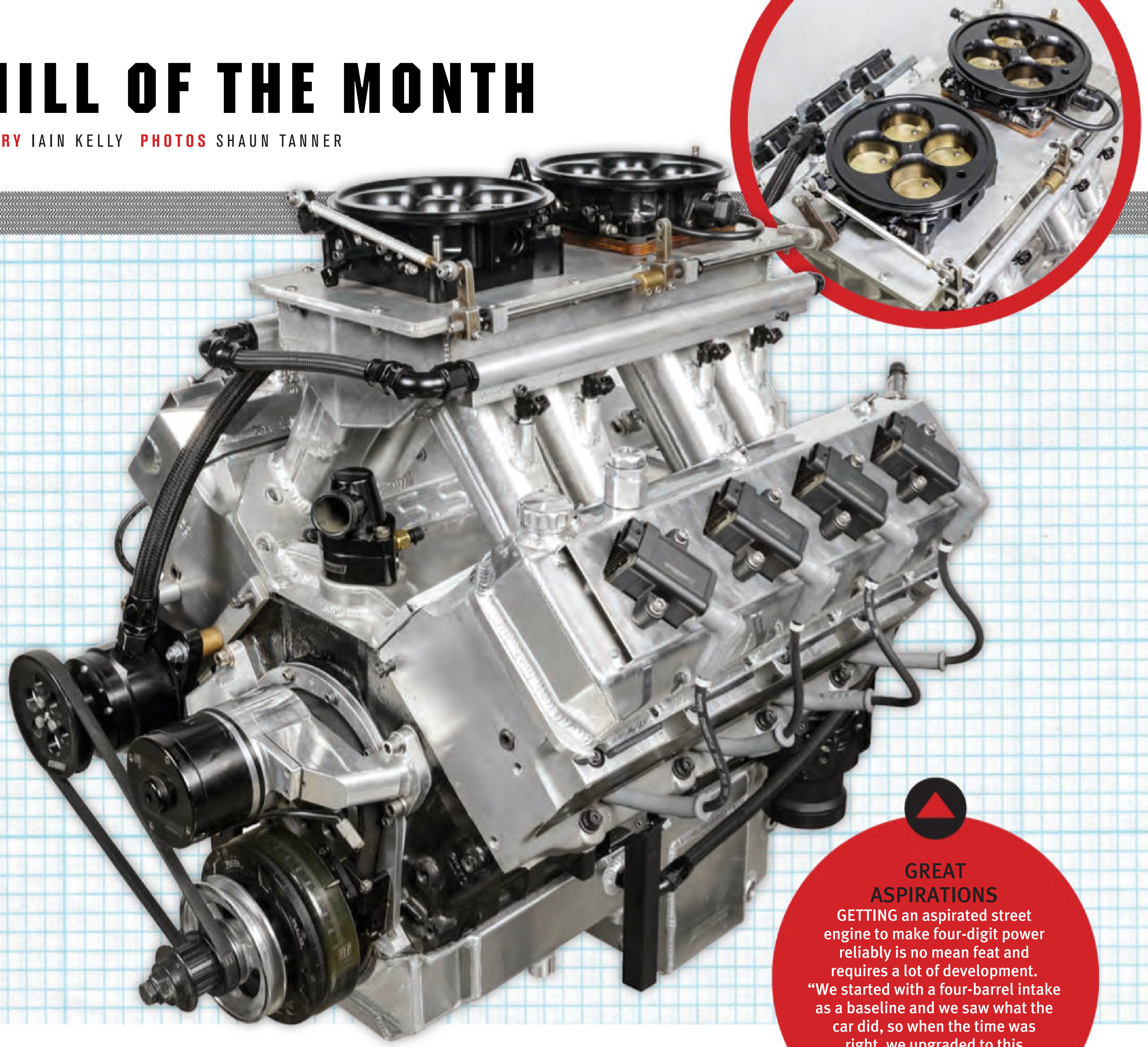
ENTRANT CAMPING
SPECTATOR CAMPING
NO PEDESTRIAN ACCESS

MILL OF THE MONTH

STORY IAIN KELLY **PHOTOS** SHAUN TANNER



GREAT ASPIRATIONS
GETTING an aspirated street engine to make four-digit power reliably is no mean feat and requires a lot of development. “We started with a four-barrel intake as a baseline and we saw what the car did, so when the time was right, we upgraded to this sheet-metal manifold,” Frank says.

634CI BIG-BLOCK CHEV

> DANDY ENGINES, DANDENONG, VICTORIA

TURBO combos capture plenty of attention at *Street Machine* Drag Challenge thanks to their epic power potential and great street manners. Still, they can’t match the appeal of a tough-as-teak, big-inch aspirated V8. Keith Hards has brought his sweet ’69 Camaro along to three DC events now, but he’s now stepped up the F-body’s tilt at Pacemaker Radial Aspirated supremacy with a new rat motor courtesy of Frank Marchese and the Dandy Engines crew.

“Our goal was to run with Al Vella, the leading car in the Pacemaker Radial Aspirated class,” Frank says. “Hats off to Al; he’s not only run the numbers but he’s made that car live on the road, too, and that is a huge part of the challenge. Lucky for us, the Camaro had a big-block in it, and that’s what we are going with, as it becomes a little bit easier. But nothing is easy when it comes to pushing these limits.”

Built off an iron 10.2-deck-height Dart block, Keith’s Camaro is rocked by a billet Bryant crank, Oliver steel rods and custom Diamond pistons for an enormous 634 cubes (10.4 litres!). The heads are alloy 14.5-degree castings from Sonny’s Racing Components, and they’re topped by a sheet-metal high-rise intake wearing injectors in the inlet runners and a pair of 4500 Dominator-pattern Accufab air-only throttlebodies.

Without turbo, blower or nitrous power adders to pump up the horsepower, angry aspirated combos like this live and die by their cam specs. The stick in Keith’s mill is a custom solid-roller with a larger 55mm core than what Mark IV big-block Chevs normally run.

“We can still go bigger on the cam, as it is done to suit the street compression this engine has,” Frank explains, before pointing out that the all-important valvetrain set-up can also be an NA pushrod engine’s Achilles’ heel.

“Keith’s engine previously had aluminium rockers and they didn’t like street duties, so we had a failure at Drag Challenge Weekend 2022,” Frank says. “Being a big-block, they run a big valve that is heavy, so it does need spring pressure to control that. We used good parts like the shaft-mount Jesel rockers and Jesel tie-bar lifters, but we don’t know yet whether this engine will have issues with what Keith’s Camaro has to do both at the track and on the road. Still, this one goes straight to 8300rpm like a small-block!”

The monster-cube fat-block has so far made over 1200hp on the dyno, and pushed Keith’s 3480lb pony car to a 8.38@162mph best in testing at Heathcote. Yet Frank reckons there is plenty left on the table once the Camaro no longer has to endure the road-leg torture test of Drag Challenge.

“The engine is nowhere near maxxed out yet; it’s only 12.0:1 compression!” Frank laughs. “A maximum-effort big-block with 16:1 comp would make another 80hp, but this engine has to be well-mannered on pump fuel, live on the street and tow a trailer at Drag Challenge. We don’t have an unlimited budget like an F1 team, so we can’t be 100 per cent confident this will work absolutely faultlessly. There are no guarantees in this game.”

This BBC is far from a slapper, though, and the Dandy crew have put a huge amount of work into ensuring it will live a long life. “Keith and I are two guys having a crack; we don’t have all the magic answers,” Frank says. “But we know where we should try different things. We tried different piston designs to find an edge for this combo.”

We can’t wait to see the Vella-Hards showdown at the postponed Drag Challenge 2022, which finally kicks off 31 January 2023 at Heathcote Park Raceway! ⊪

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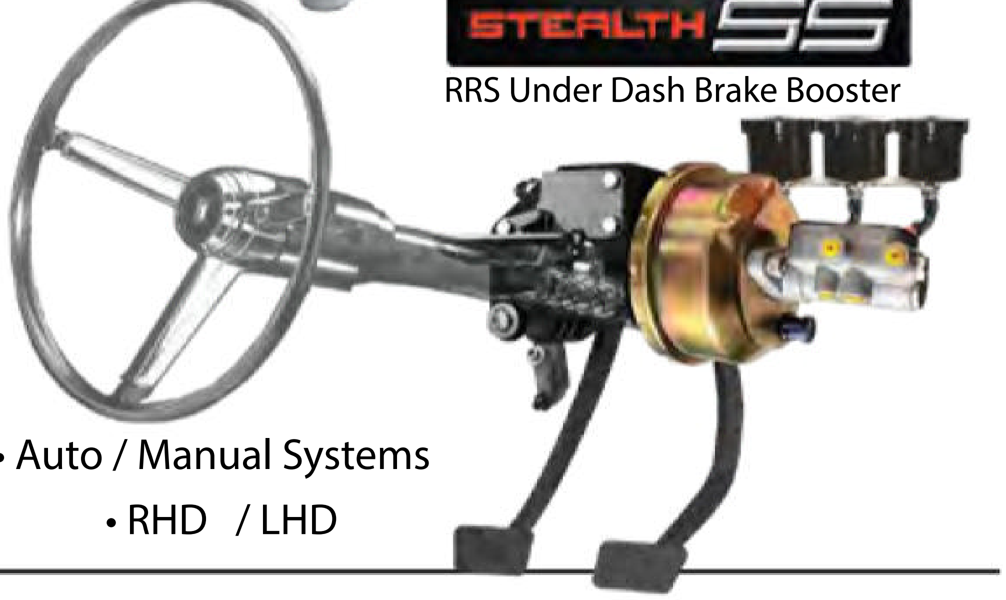

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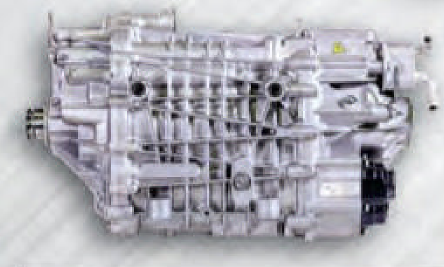
Chev 350 GM Vortec Crate Engine, 330HP @ 5000RPM, 4 Bolt Block, Weiand or Edelbrock Intake Manifold, Holley Sniper Fuel Injection, HEI Distributor, Accel Leads and much more

CHEVROLET PERFORMANCE

*Engines were available at time of printing.



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